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APRIL 1949

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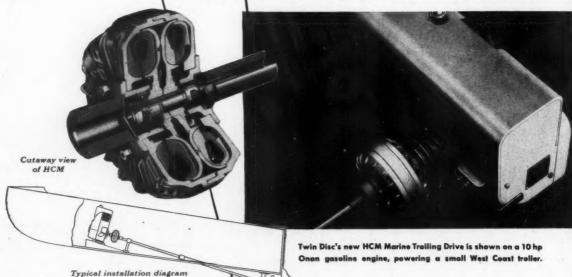
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SPECIALISTS IN INDUSTRIAL CLUTCHES SINCE 1918

### The Hoover Commission Report

Recently the Natural Resources Committee of the Hoover Commission on Government Reorganization recommended a division of the present Fish & Wildlife Service activities into two units. Federal functions dealing with fishery resources would be consolidated in a Fisheries Service. Other responsibilities of F&WS would be placed under a Wildlife Service, and both units would be part of a newly created Department of Natural Resources, superseding the Department of Interior.

The Natural Resources Committee is one of 23 "task" forces of qualified authorities who were assigned to study various phases of Federal activities. Each group makes suggestions to the 12-man Hoover Commission on Organization of the Executive Branch of the Government, which in turn makes final recommendations.

In the case of the fisheries, the Commission has not concurred with the report of the Resources Committee. Instead it has recommended the transfer of the Commercial Fisheries from the Fish & Wildlife Service to the Department of Commerce, but with 4 of its members dissenting on this opinion.

While it is true that the commercial fisheries should receive better recognition from Federal agencies, it is doubtful whether a transfer to the Department of Commerce would serve the interests of the industry to all-around advantage.

This Department is concerned chiefly with the development and exploitation of trade and industry for business purposes. It is not particularly interested in the conservation, development and proper utilization of natural resources upon which the welfare of the fishing industry depends. The Department of Commerce would not have the facilities for biological investigations which are increasingly important to the fisheries.

vestigations which are increasingly important to the fisheries. Therefore, it would be desirable to retain the fishery functions in the Department concerned with natural resources, while at the same time handling them in a separate unit, as suggested by the Resources Committee. In this way, more adequate attention would be focused on fisheries problems, and proper coordination with other divisions of the Department would be possible in resource development programs which affect the fisheries.

The following abstracts from the report of the Resources Committee indicate its viewpoints on the fishing industry:

"Fish and wildlife resources are important and essential parts of the Nation's basic natural resource foundation and, as such, are closely interrelated with water and land resources. Some of the problems concerning fish and wildlife are in effect features of multiple-purpose water and land-development projects and programs.

"More effective development, cropping, and management of fishery resources, both ocean and inland, depend in part upon the provision of more adequate basic biological, statistical, and economic data.

"Functionally and technologically there are important differences between the work performed by the Federal Government in aid of fish and wildlife conservation. The fisheries work is concerned increasingly with ocean resources. The problems of wildlife conservation are largely interwoven with those of land use and administration. The separation of fisheries functions from those concerned with wildlife should make possible a more sensitive administrative and legislative consideration of the problems in both areas.

"The new Fisheries Service must attain careful coordination with other natural resource agencies. Placement within the Department of Natural Resources is the most important step in this direction. By intra-departmental arrangements, the Service will be in a position to cooperate with the Water Development Service in the planning of river basin developments, and in the review of pollution control projects. The work of the Fisheries Service in recreational fishing can be coordinated, through departmental machinery, with the recreation programs of the National Park Service, Forest and Range Service, and Wildlife Service.

"The committee is fully aware of the significance of the Federal functions relating to the recreational aspects of fishing. It believes that in order to view fishery resources and problems in their entirety the Federal sport fishing functions should be administered by the proposed Fisheries Service. Sport fishing is becoming increasingly dependent upon commercial resources."

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers

VOL. XXX

**APRIL 1949** 

NO. 3

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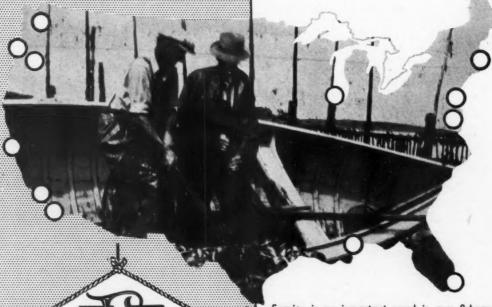
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IL, 1949

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The North Atlantic is a rough proving ground where only the most rugged in equipment and men can qualify.

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# Sounding-Lead

IMPORT PROBE-Legislation was passed by the House on April 4 authorizing the Secretary of State to make an immediate study of the effect on the domestic fishing industry of increasing imports of fresh and frozen fish, especially groundfish fillets, and to recommend to the House by May 15, 1949 methods of obtaining relief for the The bill was sponsored by Congressman Clark Thompson of Texas, chairman of the House Fisheries Subcom-

Congressman Alvin F. Weichel of Ohio, who is the ranking Republican member of the Subcommittee, has introduced a similar resolution, but it is directed to the Secretary of State, the Secretary of Commerce, and the Tariff Commission.

On March 24, Senator Owen Brewster of Maine introduced a resolution directing the Secretary of the Interior to make an immediate study of: the differences in the costs of domestic production of fresh and frozen fish, especially groundfish fillets and the costs of foreign production of similar fish; and the effect on the domestic fishing industry of increasing imports of fresh and frozen fish, especially, groundfish fillets.

Similar legislation has been offered in the House by Congressman George Bates of Massachusetts, but it would direct the

U. S. Tariff Commission to make the study.

Congressman Bates has written the Secretary of the Treasury further with regard to the law requiring the Secretary to make investigations from time to time on subsidies or bounties granted fisheries of foreign nations who export to the U. S. He pointed out that it is mandatory upon the Secretary of the Treasury to ascertain these facts on his own initiative and take the proper steps to place a countervailing duty on such imports, thus further protecting the American fishing industry.

The Massachusetts Fisheries Association has recommended converting into a percentage basis the 43,000,000-lb. fillet import limitation which the industry has urged Congress to establish. If this were done, the figure would be 24%, based on the average total U. S. consumption (domestic production and imports) of fresh and frozen groundfish fillets for the last three years.

During February, imports of cod, haddock, hake, pollock cusk, and rosefish fillets totaled 2,523,150 lbs.—a decrease of 37% from February, 1948. Canada and Newfoundland shippel smaller quantities during the month than in 1948, and no imports were received from Iceland.

Total imports of these fillets during the first two months of 1949 amounted to 6,740,190, or approximately 800,000 lbs. less

than in the corresponding period of 1948.

UN RESOURCES MEETING- The United Nations Scientific Conference on

the Conservation and Utilization of Resources, authorized by the Economic and Social Council, will be held at Interim Head-quarters of the United Nations, Lake Success, New York, from August 17 to September 6, 1949. The Conference is to be devoted to an exchange of ideas and experience on the technique of resource conservation and utilization, their economic com and benefits and their interrelations. It will have no policymaking responsibilities; will not bind governments; nor formulate recommendations to them.

Section meetings on fish and marine resources will be held on the following topics: changes in abundance of fish populations, management and cultivation of fresh-water fish, fisheria statistics, research in the conservation and utilization of marine resources, technological development in fisheries and developing

fishery resources.

Section meetings on water, of interest to the fisheries, will be held on the following topics: water supply and pollution problems, comprehensive river basin development, and hydropower and other water uses.

ECA ALLOCATIONS-ECA has allocated the sum of \$500,000 to Ireland for the purchase of U. S. canned fish, exclusive of canned salmon and tuna; and has allotted \$300,000 to Belgium for similar buying. All canned fish under these allotments will be purchased through commercial channels, and principal items to be procured will be canned pilchards and mackerel.

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APRIL, 1949

ECA has cancelled an authorization of \$565,000 for the purchase of salt fish in Newfoundland and an authorization of \$185,000 for the purchase of salt fish in Canada. Both of these purchases were for delivery to Italy during the First Quarter, 1949. The cancellations were due to a shortage of salt fish and the inability of the countries involved to complete delivery within the time limit of the procurement authorizations.

Canned fish will not be purchased from the United States by the British this year, due to the shortage of dollar exchange.

CONGRESSIONAL BILLS—Congressman Jackson of the State of Washington has introduced a bill to grant to fishermen's cooperatives the same exemption from income tax as is allowed farmers' cooperatives. The measure was referred to the Committee on Ways and Means.

A number of Congressmen have sponsored House bills which would confirm and establish the titles of the States to lands beneath navigable waters within State boundaries and natural resources within such lands and waters and to provide for the use and control of said lands and resources. The bills were referred to the Committee on the Judiciary.

EXPORT SITUATION—An increase in the output of fishery products in the major producing countries of Western Europe has been cited by Arthur M. Sandberg, marketing specialist, as contributing to the sharp drop in exports of United States fishery products to Europe. Sandberg, who is assistant chief of the Fish & Wildlife Service's Educational and Market Development Section, conducted a first-hand survey of the European fishery products situation for the Agriculture Department's Office of Foreign Agricultural Relations.

He has disclosed that the fish catch in Western Europe in 1948 was estimated at 12.3 billion lbs., or 10% more than the catch of 11.2 billion lbs. in 1947, and 34% larger than the 9.2 billion-lb. average of the five prewar years (1934-38). The increased production was the result of rebuilding and some modernization of fishing fleets after the war.

Fish canning facilities are being expanded in Colonial and Empire areas in Africa. This development is being encouraged by the fact that United States fishery products are rapidly disappearing from the European market because of the shortage of dollar exchange. During the war, United States fishery products moved to Europe largely under Lend-Lease. Since the war, these have been exported under aid programs, or purchased with available dollars.

Dollar resources under the European Recovery Program are being conserved for purchase of so-called "essential" commodities, and Government officials of ERP participating countries have usually placed United States fishery products in the "non-essential" class. This was done largely because alternative products could be obtained through trade or compensation agreements or from soft-currency countries.

Western European countries for years provided a market for at least half of the edible fishery products, primarily canned fish, exported from the United States. Fishery products exports from the United States to those countries doubled during World War II and continued at a high level through 1947, but dropped sharply in 1948.

U. S. exports of fish (canned, prepared, etc.) fell during January and were valued at only \$2.1 million as compared with \$3.2 million for December, 1948 and \$4.3 million for January, 1948.

COLD STORAGE HOLDINGS—Cold storage holdings of fish and shell-fish in the United States and Alaska on March 1 totalled 104,-481,000 lbs., which represented a decrease of 22,930,000 lbs. compared to holdings on February 1, but an increase of more than 13,900,000 lbs. over March 1, 1948.

Freezings for the month of February totalled 7,070,000 lbs., for a drop of 364,000 lbs. under the previous month and a decline of 972,000 lbs. in comparison with freezings for February, 1948.

Cold storage holdings for Boston, Gloucester and other New England ports as of March 1 totalled approximately 23,460,000 lbs., and showed a decrease of approximately 7,500,000 lbs. compared to February 1, but a gain of 7,100,000 lbs. when compared with March 1, 1948.

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Universal True-Marine Electric Plant to fit your boat. Every Universal model—from the smallest battery charger up to 35 kw. sets—is made smaller to save precious space aboard. Every model is marine engineered for maximum operating safety, economy and reliability.

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By switching to a 4-cycle Nordberg Marine Diesel and driving through reduction gears, you get the same shaft driving through reduction gears, yet with a very appreciable horsepower and shaft r.p.m., yet with a weight. reduction in over-all engine size and weight.

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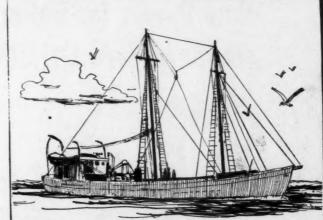
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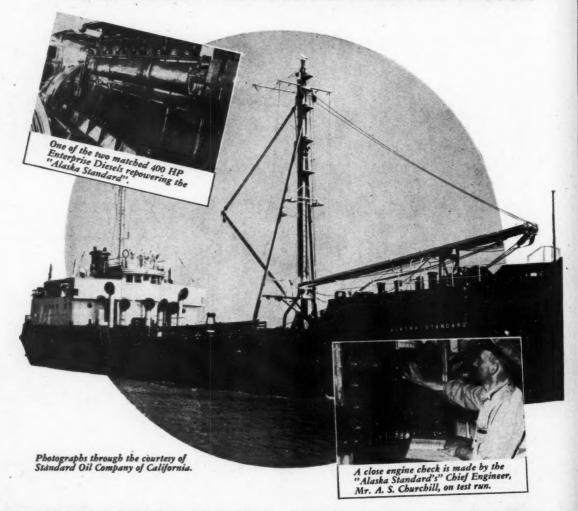
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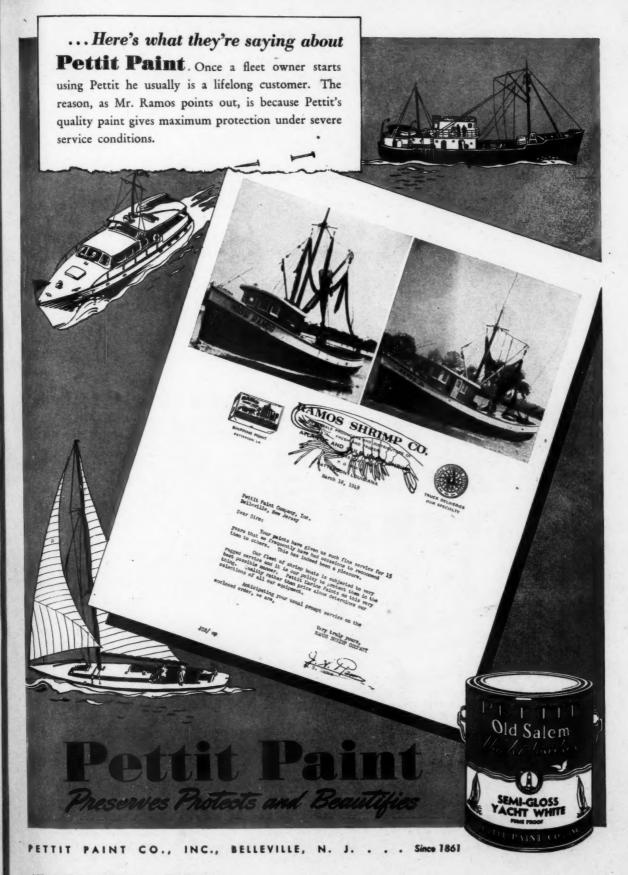
in engine room space. The result? Increased propeller efficiency—more speed, greatly improved performance,— better service for "Alaska Standard's" many customers in the North.

For new vessel propulsion or auxiliary power, or for replacing worn-out, inefficient power, look first to Enterprise—choice of the power experts. Your particular requirements will receive our prompt and careful attention. Write us for full information.

# ENTERPRISE Marine Diesels



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ATLANTIC FISHERMAN - APRIL, 1949

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RIL, 1949

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# More Knowledge, Better Methods of Fishing

## Result of Canadian Fisheries Investigation

THE Fisheries Research Board of Canada, a counterpart of the U. S. Fish and Wildlife Service, recently offered some interesting findings which have resulted from its Atlantic fisheries investigations.

The groundfish fishery is the most important on the Canadian Atlantic Coast when offshore and inshore fishing of all kinds are included. There is as yet no evidence of overfishing and this branch of the industry is limited by processing and marketing rather than by supply. Investigations at the Atlantic Biological Station in St. Andrews, N. B. have two principal aims: (1) provision of the basis for recognizing over-fishing should it occur and for recommending remedial action, and (2) improvement of the industry's international and domestic competitive position by increasing the effectiveness of fishing effort with better methods and better knowledge of fish stocks and movements.

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The station has played an important part in the recent establishment of inshore flounder dragging on a small but increasing scale. In 1948 preliminary tests with promising results were made of the Danish

seining method employing a seine net popularly used in northern Europe.

The seine is fished by running a mile of rope in an arc from an anchored buoy to the seine and another mile of rope in a similar arc back to the starting point. The ropes and seine are then hauled along the bottom, sweeping the fish into a central path and into the net.

Catches of flounders with the Danish seine were much greater than those made with the flounder drag popularly in use on the East Coast. In addition, the Danish seine was extremely selective in its catches.

In one area, 90% of the fish taken by Danish seine were flounders while only 50% of the flounder-drag catches were flounders. Differences in the size composition of the catches made by the two methods were also apparent. The smallest plaice and Winter flounders taken by the Danish seine were larger than the smallest taken by the flounder drag. The Danish seine took a greater proportion of the medium-sized fish while the flounder drag took larger numbers of smaller fish and was more efficient in the capture of the largest. Records indicated the Danish seine was not efficient in the capture of other species than flounders but further work with more efficient equipment must be carried out to assess the value of the method in commercial operations.

#### Lobster Fishery Management

The lobster fishery is the most valuable of Canada's Atlantic inshore fisheries. Being highly intensive and limited by supply rather than by demand, there is prospect of maintaining or increasing its yield through proper management. Canadian investigations are obtaining the knowledge on which to base sound regulations, to offer predictions of natural changes in abundance, and otherwise to increase the stocks or improve their exploitation.

The tagging of lobsters has been used to estimate the proportion caught by the fishery in a number of typical localities, and it is found to vary from about 35% to about 85%. Applying this knowledge to the quantities of lobsters caught and to the area of the fishing grounds, estimates of the population densities of lobsters of catchable size have been made, varying at different places and times from about 4,000 to about 50,000 per square mile. Marking and recapture of measured lobsters at Tignish, P. E. I., and Grand Manan, N. B., indicated an annual growth of 15.2% and 14.3% and further experiments are in progress giving Canada its first reliable information on growth.



Part of the Southern New Brunswick sardine herring purse seining fleet in the shelter of Black's Harbor.

The knowledge of the proportions caught, the population densities and the growth are providing a sounder basis for deciding at what sizes lobsters should be caught to give the greatest yield and, consequently, for selection of size limits.

The results of demonstrations in the past few years of the effects of lobster pot lath spaces on the sizes of lobsters caught are the basis for the proposed requirement of minimum spaces suited to the two size-limits now in force in the "market" and "canner" areas. It is expected that this will contribute to the effectiveness of the size-limits. In "canner" areas 1½" spaces and in "market" areas 1½" spaces permit most of the small lobsters to escape without reducing the catch of lobsters of legal sizes.

#### Low Temperatures Required

The bacteriologists of the Atlantic Fisheries Experimental Station, Halifax, N. S., have discovered that good fish can be landed only if the fish has been cooled to and kept at 32°F. It has been shown that it is impossible to obtain the required low storage temperatures in fish piled immediately under the deck, against the sidewalls and bulkheads in uninsulated fishing vessels. If ice is placed in these areas, it melts off rapidly. The deckhead and bulkheads of one vessel have been insulated and the pen walls jacketed with refrigerated air to prevent heat from entering the vessel from outside. Cool air also is circulated through the hold. The inside of the fish pens, deckhead and bulkheads have been lined with sheet aluminum to promote cleanliness. Self-closing hatch covers were installed in the hatch coaming, to keep warm outside air from entering the hold.

The hold of a second vessel has been entirely insulated and lined with sheet aluminum, but not mechanically refrigerated.

With fish adequately iced (about 25 tons) in the first vessel, fish storage temperatures were quickly brought down to 32°F, and kept there during trips made in the warm Summer months of 1948. High quality catches have been landed and in addition bait and ice were extremely well maintained. An opportunity to obtain records of the quality of catches from the second vessel should present itself during the Summer months of 1949.

This station is now able to demonstrate that spoilage of fresh fish is largely caused by bacteria which exist in the slime and feces of the fish themselves. Further, the fish flesh, beneath the skin, is practically sterile, when the fish is landed under normal conditions. Therefore, the problem would seem to be to cut out this sterile fillet, without infecting it with the bacteria present on the skin. It has been demonstrated that if fish is: thoroughly

(Continued on page 42)



Front view of Biloxi Seafood Pkg. Company's new plant, completed 19 days after 1947 hurricane leveled old plant. The "Glenn Robert", left, is a Company shrimper.



Shrimp trawlers docked at the Biloxi Seafood Pkg. Co. plant, Biloxi, Miss. The "Elwood Glenn", left and "Bonnie Yvonne", extreme right, are Company-owned boats.

# Thirty Boats Supply Biloxi Seafood Packing

NDAUNTED by the complete demolition suffered in the 1947 hurricane, the Biloxi Seafood Packing Co., under the management of Adam Haab and Paul Halat, rebuilt and modernized in 19 days the shrimp and oyster packing plant these partners established in Biloxi, Miss. five years ago.

Today this prospering seafood cannery is recognized as one of Biloxi's finest and most up-to-date. Operating under Federal inspection, it has a daily capacity to handle 500 bbls. of steamed oysters. During the peak of employment, the Company employs slightly over 150 men and women, including boat captains and crews.

Halat, the junior member of the firm, is a native Biloxian and came up through the ranks of fishermen to the position of half owner of this establishment. His knowledge of seafoods and background as a fisherman have well equipped him for the capacity he serves, wherein his duties are primarily those of supervising packs and purchasing raw material. Haab, a native of New Orleans, shoulders the managerial duties of the firm in charge of sales, distribution, and office operations.

#### Plant and Fleet

The plant is strategically located at the extreme tip of the Biloxi Peninsula. Two deep water channels, leading to Biloxi's main channel, have been dredged by the owners. The main

building, which measures approximately 100' x 300', is of solid concrete foundation and is divided into four primary sections, namely: picking shed, shucking shed, process room, and warehouse and office combined.

A fleet of some 30 odd catch boats, freighters, and oyster dredgers supply the factory with raw material. Although the majority of these vessels are independently owned, the factory itself owns and operates the following Diesel powered boats: Bonnie Yvonne, Capt. Tom Newman; Glenn Roberts, Capt. Bob Bourgeois; Victory, Capt. Willie Newman; Elwood Glenn, Capt. Eddie Windham; and Paramount, Capt. Blue Broussard. Contact is maintained with the fleet at all times by means of a two-way radio system.

The Company maintains its own shipyard which handles the repairs of Companyowned boats, and whose services are available to independent boats supplying the firm. Maintenance of the plant comes under the supervision of its capable engineer, Robert Ouille, who has for years served in a similar capacity for various plants along the Missisippi Coast. The unloading method for shrimp consists of an endless belt system that brings the raw product onto an inspection belt, where a freshness check is made by Federal inspectors. From thence, shrimp are manually weighed and conveyed to the picking tables. Equipment in the picking shed consists of three Monel metal picking tables with the capacity to accommodate 70 pickers. Picked meat is conveyed through flumes into the washing room.

The Company utilizes three process kettles and six blanche baskets in their shrimp operations. A three-car steambox for steaming oysters before shucking is located on the wharf with a protecting shed. This arrangement was made with an eye to the comfort of employees during warm weather. One closing machine handles the daily pack of shrimp or oysters.

While the principal pack consists of shrimp and oysters in closed cans, the Company has a ready market for its five-pound packages of Jumbo headless shrimp, shipped under ice, or cooked and peeled.

Before establishing the Biloxi Seafood Packing Co., Haab and Halat were lugger captains, and in 1939 were in the news, pictured together showing cannon balls, pistols and other ancient war relics brought up by oyster dredges at St. Joe reef, near the Mississippi-Louisiana state line. The objects were lying in 40' of water, and were believed to be relics of the British-American marine battle prior to the Battle of New Orleans.



Some of the 30 odd shrimp and oyster boats that supply Biloxi Seafood Pkg. Co., Biloxi, Miss., shown docked in front of the plant. At the extreme right are two Company-owned shrimpers, the "Victory" and "Paramount".

# Equipment for Mooring and Berthing

By Capt. Elwell B. Thomas

THE matter of mooring and berthing of boats is a considerable one and proper procedure will require little more work and expense than will improper procedure which may result in damage to the vessel or even its loss under extreme conditions.

A docking prerequisite for any workboat is that it be fitted with heavy rails shod with half-oval iron or brass. Chocks should be of ample size and spotted at several strategic points throughout the length of the vessel. This also applies to cleats so that there may be ample provision for securing fenders at various points in the length of the vessel to accommodate the different spacing of piling in various docks. This lack of cleats and chocks is a major nuisance on many fishing boats. If a vessel has bulwarks with top timbers, it will be possible to fit cavils which will be of great help in securing fenders.

Cleats for fenders should be well secured by bolts rather than screws, should be of wide base to insure a good footing and so located as to lead well. They also should be of ample size to accommodate two or even three of the fender lanyards of size commonly used on the particular vessel.

With the problem of securing fenders properly attended to, one should see to it that there is no danger of chafe and provide half-round or half-oval wherever necessary and in whatever length necessary in addition to chocks. The chocks may prevent chafe to a toe rail, for instance, but a rub rail may be unprotected without the use of half-oval or half-round.

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#### Fender Planks

The use of fender planks is not common on fishermen although they are in quite common use on party and pleasure boats and may be used with old automobile tires as well as with the manufactured fenders. A plank's purpose is to permit the boat to range back and forth as slack lines with stage of tide will allow, and yet keep the range of the boat from bringing the fenders between bents of piling instead of between piling and boat.

The fender plank usually is made of a clear, straight-grained piece of oak anywhere from 3' to 8' in length. A plank for, say, a 30' boat may be of 2" x 4" stock and is hung with the plank on edge by means of a plank lanyard fitted within 6" or so of each end. The lanyard is fitted by boring a couple of holes edgewise through the plank at each end and then the lanyard is passed down through and back up through again using an eye splice. One hole may be placed in each end and the lanyard passed down through and knotted but this is not as satisfactory. The holes should be bored large enough to reeve the lanyard through even when it is swollen and wet for it may become necessary to renew the lanyard under difficult conditions.

The fender plank may be fitted with half-round to prevent chafing of it at top and bottom, if so desired. Of course, the fender plank lies over a fender at each end and one must be sure that the plank is stiff enough and the fenders thick enough to take care of the weight of the vessel if the piling should happen to be in the middle of the plank. It is well to carry a spare fender plank in case of extreme chafe or breakage.

#### Types of Fenders

In choosing a fender one will find four types in common use: canvas-covered cork, woven-rope, rubber, and automobile tires. For general use, the canvas-covered cork is very good but should not be allowed to hang down into the water. Under heavy conditions it may compress to half its working thickness and it can only be used where there is no danger of tearing, such as would be the case where there may be broken spikes on the surface of the piling. This type of fender is light to handle, stows well and will not compress to any extent under normal working conditions. One must be constantly on the alert for chafe or decay of the canvas and replace or repair when this

The rubber fenders will allow the vessel to lie alongside the dock or another vessel with less shock than any other type and



The 135' menhaden boat "Helen Euphane" owned by Menhaden Products Co., Reedville, Va. She is equipped with a Cooper-Bessemer JS-6-DRT Diesel rated 740 hp. at 400 rpm. swinging a 64 x 54 three-blade Columbian propeller to give a speed of 12 knots.

will stand a great deal of abuse. Compared to cork fenders, they are less subject to tear, decay and chafe but, size for size, they will compress a great deal more under a given load. However, unlike the cork variety, the rubber fender will return to its original shape and usefulness after a serious compression. In choosing a rubber fender, one should use about one-half again as much diameter as would be the case with a canvascovered cork fender.

Old automobile tires are commonly used as fenders on fishing boats and are quite satisfactory. Tiremarks on light-painted topsides can be avoided by wrapping with heavy canvas. If handling is necessary, the weight of the tires is considerable.

The woven-rope fender will take more actual abuse than will any other type of fender regularly on the market but also it will do less in the way of fending. It is the most suitable for rough, heavy work. The rope fender will not compress easily and likewise will not absorb shocks as do some of the other types. This type of fender should be large in diameter to absorb much shock or it will be little better than a piece of plank hung in its place. A great advantage of the rope fender is that it is easily replaceable in part when damaged, slight repairs can be made, or it can be patched in many ways and still do the same job of fending.

The fact that chafing gear is placed on a line does not mean entire insurance against chafe. Good canvas chafing gear, will, under heavy service, damage rails and other wood with which it comes in contact. In the case of slight stretch or shrinkage of lines, it may be possible that the seizings of the chafing gear will, in themselves, do considerable chafing.

We now see a great many basins which are often called marinas being constructed along various sections of the coast. Finger piers are being used in these as well as on individual docks and it is quite possible that these will eventually see

(Continued on page 37)

# New Fishery Law Suits Reviewed

By Leo T. Parker, Attorney at Law

URING the past few weeks the higher courts rendered several interesting and informative decisions involving catching and production of fish and oysters. We shall briefly review these outstanding decisions for the purpose of preparing readers to avoid expensive legal controversies. Also, the hereinafter decisions are new. Readers may give these citations to lawyers to win unavoidable law suits, since the decisions explained in this article are not indexed in any law journal or review and, therefore, are extremely difficult for any lawyer to

#### Discriminating License Law Void

Considerable discussion has arisen from time to time over the legal question: When and under what circumstances is a state law valid which taxes or restricts nonresidents more than residents or citizens in the state?

For example, in Toomer v. Witsell, 68 S. Ct. 1156, as is well known among fishing experts, the Supreme Court held a South Carolina law void which required nonresidents to pay license fees for shrimping 100 times as great as residents must pay. However, this court went on to explain that one reason the law was being declared invalid is that no proof was given that nonresidents use larger boats or different fishing methods than residents. or that cost of enforcing the laws against them is greater than cost of enforcing laws against resident fishermen. Also, this court explained that no proof was given that any substantial amount of the State's general funds was being devoted to shrimp conservation. The court said:

"We would be closing our eyes to reality, we believe, if we concluded that there was a reasonable relationship between the danger represented by noncitizens, as a class, and that severe discrimination practiced upon them."

For comparison, see McCready v. Virginia, 94 U.S. 391. In this case the Supreme Court upheld a State law which discriminated against commercial fishing by citizens of other states where there were advanced no persuasive independent reasons justifying the discrimination. Also, the court upheld a Virginia statute which prohibited citizens of other states from planting oysters in the tidal waters of the Ware River in Virginia, although this law did not prohibit residents of Virginia from doing so. In fact, citizens of Virginia can do so without any limitations or restrictions. Of course, it is well known that all state laws are valid which require nonresidents to pay a higher hunting license fee than paid by residents.

On the other hand, under no circumstances may a state interfere with interstate commerce. See the leading case of Foster-Fountain Packing Company v. Haydel, 278 U.S. 1. Here the Supreme Court of the United States decided that a state law is void which prohibited the shipment of shrimp from state to other states unless the heads and hulls had previously been removed.

#### Fisherman Not Wholesaler

Recently a reader wanted to know: Who is a legal commercial fisherman? The answer is: A commercial fisherman is one who is engaged in the business of taking fish or shellfish and disposing of his catch to wholesale dealers, retail dealers, restaurants, hotels and other public eating places. According to a recent higher court a fisherman is not required to pay for a wholesaler's license.

For instance, in Hall v. Caldwell, 37 So. (2d) 421, it was shown that a Florida law requires wholesale seafood dealers to procure a permit and also secure a license.

A commercial fisherman named Hall was in the business of taking fish and seafoods from the salt-waters of Florida by means of seines, nets, traps or other methods. He sold them to wholesale dealers, retail dealers, hotels, restaurants or public eating places and refused to procure a license as a wholesale seafood dealer as required by the State law. The lower court convicted Hall of violating the State license law. Hall appealed to the

higher court which reversed the lower court. In holding that Hall need not obtain a license the higher court said:

"A commercial fisherman is not a retailer unless he sells his catch direct to the consumer. Neither is he a wholesaler unless he buys and sells to the wholesaler. The mere fact that he sells his catch to the wholesaler does not make him a wholesaler . . . To impose a wholesale seafood dealer's license tax on the commercial fisherman amounts to at least three taxes the consumer must pay before the seafood is on his table, two of which are wholesale seafood dealers license taxes, and we do not think the

#### Oyster Beds Revert to Lessee

It is well known that the United States, a state, county or city may condemn private property for public purposes. The jury will decide the amount to be paid to the property owner. However, the state may refuse to pay the amount of the award, under which circumstances the property reverts to the original owner.

For example, in State v. Ambrose, 62 Atl. (2d) 359, the testimony showed facts, as follows: In 1913 the Board of Shell Fish Commissioners of Maryland pursuant to a State law leased, in the name of the State, to one Thelin, a lot of land in Tangier Sound for oyster culture. In 1914 suit was filed against the Commissioners and Thelin to condemn the land or area covered by Thelin's lease and appropriate it for use of any and all fishermen. The court awarded Thelin \$9,000 as compensation for his 20 year lease. The State failed to pay Thelin this \$9,000 and last year Thelin's heirs filed suit and asked the court to decide this controversy. This court held:

"The basic question now presented is whether the State has the right, 30 years after the jury's award to abandon the Thelin condemnation proceedings and strike out the 'judgment' in the condemnation case. Unquestionably it has."

#### Confiscation of Imported Fish

Recently a higher court was asked to decide this question: Are fish imported from a foreign country subject to the Federal Food, Drug and Cosmetic Act? The answer is, yes.

For example, in 230 Boxes, More or Less, of Fish v. United States, 168 Fed. (2d) 361, a distributor appealed from a decree of condemnation of fish by United States agents.

The testimony showed that the fish were shipped from Winnipeg, Manitoba, Canada to Detroit, Michigan. The fish company argued that the shipment was not in "interstate commerce" within the Federal Food, Drug, and Cosmetic Act.

The higher court approved the seizure and condemnation, saying: "The term 'interstate commerce' means (1) commerce between any State or Territory and any place outside thereof."

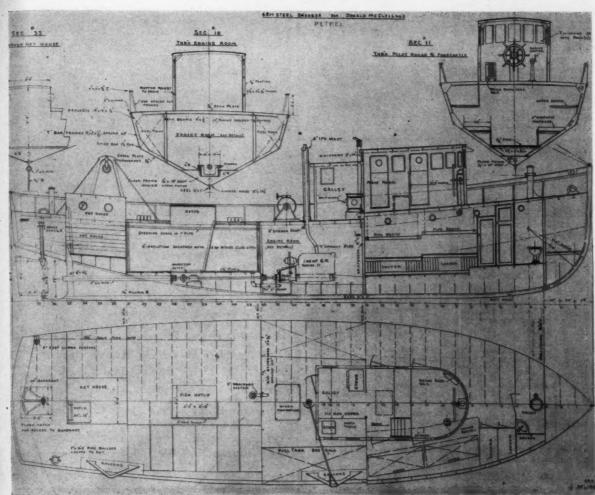
#### Licensing Aliens

According to a recent higher court, a state law is void which prohibits issuance of fishing licenses to persons who are not citizens of the state. This is so because the United States Constitution provides that all persons within the jurisdiction of the United States shall have the same right "to make and enforce contracts, to sue, be parties, give evidence, and shall be subject to like punishment, pains, penalties, taxes, licenses, and exactions of every kind."

For example, in Torao Takahashi v. Fish and Game Commission, 68 S. Ct. 1138, the Supreme Court declared invalid a California law which prohibited issuance of commercial fishing licenses to persons ineligible for citizenship. In this particular case the former Supreme Court decision was cited of Toyota v. United States, 268 U.S. 402, 411. Here the Supreme Court upheld the validity of a state law which made Japanese ineligible

for United States citizenship.

In the first mentioned new case the Supreme Court was asked to decide whether California can use this ineligibility for citizenship as a basis for barring Japanese from earning their living as commercial fishermen in the ocean waters off the coast of California. The Supreme Court held in the negative, saying: We are unable to find that the 'special public interest' on which California relies provides support for this state ban on Takahashi's (Japanese) commercial fishing.



Plans by J. Murray Watts for the 65' steel dragger "Petrel" owned by Capt. Donald McClelland of Point Pleasant, N. J.

# 65-Ft. Steel Dragger "Petrel" Has Net House

CLAIMED to be the only steel dragger fishing out of New Jersey, the 65' Petrel has completed two years of successful operation. Built by her owner, Capt. Donald McClelland of Point Pleasant, N. J. in 1947, the vessel is used for scalloping from Spring through the Fall and fishes offshore for fluke during the Winter. This year she will start scallop dragging out of Atlantic City the first of May under command of Capt. George DePutter.

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Plans for the *Petrel* were drawn by naval architect J. Murray Watts of Philadelphia, and incorporated the practical ideas of her owner for making a boat that was laid out expressly for efficient operation.

With a beam of 18' and draft of 6', the vessel is strongly built of welded steel. Deck and shell plating is \( \frac{1}{4''} \) with T-bar \( \frac{1}{4''} \) x 2'' x \( \frac{1}{4''} \) frames, spaced 20''. The plating of the houses is \( \frac{1}{8''} \), with \( 2\frac{1}{2'} \) x 2'' x \( \frac{1}{4''} \) frames. Keel and stem are \( 6'' \) x 1'' and stern post is \( 8'' \) x \( 1\frac{3}{4''} \).

A new feature of the Petrel that has proved exceptionally desirable, is the net house which is 10' long and extends the width of the vessel aft of the fish hold. Directly over it, is a 10' x 5' trunk with port lights, hatch entrance and full headroom. The net house provides sheltered facilities for working on nets and has space for stowing 12 nets.

The hold has a capacity of 45,000 lbs. of iced fish. It has 4" of rock wool insulation, the thickness of the framing, and is ceiled with yellow pine which is fastened to 3" x 3" wood

framing bolted on the side of each steel frame. There is an Edson pump in the hold.

Crews quarters for 8 men, with 2 spare bunks, are provided in the roomy fo'c's'le which is 22' long. Galley facilities are located in after section of the deckhouse. The forward deck is raised 8" over the quarters and engine room. The after deck provides maximum working area.

Power is furnished by a 6-cylinder, 165 hp. General Motors Diesel, driving a 3½" steel shaft through a 4.5:1 Twin Disc reduction gear, and turning a 50 x 32 Ferguson propeller at 400 rpm. The outboard end of the shaft was machined down and sprayed with a ½" thickness of Monel metal which serves as a bushing in the stuffing box.

The vessel carries 3000 gallons of fuel oil in tanks either side of the engine. RPM lubricating oil is used. A built-in 500 gallon fresh-water tank, the width of one frame space, is placed across the stern.

Other equipment aboard the dragger includes Shipmate range, Marine Products 1½" wash down pump, 25-watt Ray Jefferson telephone, Ritchie compass, Bludworth depth recorder, Columbian rope and Exide 32-volt batteries for lighting and 12-volt for engine starting.

According to Capt. McClelland, the Petrel will go to the windward without any pounding and with practically no loss of speed, and has never taken any sea on deck. In addition to being fast and seaworthy, she has proven economical to operate.

### Maine Weirmen Prepare For Herring Season

Fishermen along the Quoddy coast from Cutler to Robbinston have been making weir repairs in preparation for the opening of the sardine herring season on April 15. More than 100 weirs in western Charlotte County, N. B. and along the Maine coast in Washington County will be in readiness for the 1949 season.

Paispearl Products Co. of Eastport, which has long been engaged in the manufacture of pearl essence, plans to branch out into the sardine packing industry this Summer. The factory will employ ten packers, and hopes to eventually pack sardines

in glass rather than in the standard tins.

Sea and Shore Fisheries Commissioner Richard E. Reed has requested cooperation and assistance from the U. S. Coast Guard on a project to clean up the wreckage and remains of approximately 300 fish weirs along the Maine coast. In a communication to Washington headquarters of the Coast Guard, Reed stated that the abandoned weirs are a menace to inshore small boat navigation and cause heavy damage and loss to the equipment of seiners.

#### Menhaden Industry May Be Revived

The return of menhaden to Maine waters during the past several years has led to active interest among individual fishermen and processing plants in reviving the industry. With the exception of token landings made in Casco Bay during the Summer of 1948, the menhaden fishery has not been commercialized in Maine since 1904. Maine menhaden, or pogies as they are more commonly called, have a much higher oil content than do pogies taken in waters of Southern New England and the Middle Atlantic States, which is attributed to the feeding of the fish on their northward migration.

That the menhaden industry in Maine was big business at one time is indicated by the records of the 1870's, when 18 factories were processing on the average of more than 100,000,000 lbs. of these fish annually. The bulk of the fishing and processing was carried on between Casco Bay and Mt. Desert Island. A bill now pending in the Legislature would authorize out-of-

State fishermen to seine menhaden in Maine.

#### Dragging and Trap Bills Discussed

Rockland dragger captains, crew members and officials and employees of processing plants attended a legislative hearing in Augusta March 24 to oppose a bill which would close the territorial waters of Washington County to draggers. The measure, introduced by Rep. O'Dell of Eastport, was believed to have been proposed as a result of difficulties between draggers and Washington County lobstermen more than a year ago.

The lobster interests charged the draggers with sweeping the ocean floor along the County shores for lobsters, and claimed knowledge of large sales of lobsters in County ports by the

draggers. However, the latter denied the charges.

The Legislative Sea and Shore Fisheries Committee held a hearing the same day on a bill sponsored by Rep. Jacob A. Stevens, Jr. of Boothbay, which would change the size and



A 30' lobster boat on the ways at Rockland Boat Shop, Rockland, Me., where it was built for Ralph Chapin of Isle Au Haut, Me. She is powered by a Lathrop engine.



The 45' x 12' x 5.6' sardine carrier "Casbaco" owned by Jonesport Packing Co., Jonesport, Me. She is powered by an 83 hp. three-cylinder General Motors Diesel with 2:1 reduction and swings a 24 x 21 propeller.

area of fish traps. Among those testifying in opposition to the measure was Alger Pike of Lubec, who said it would ruin weir fishermen, as all present structures would have to be abandoned at a cost of thousands of dollars. Lester Dyer of Vinalhaven asserted that lobstermen are opposed to the bill because they depend on weirs for their bait.

#### Boothbay Fishermen's Assn. Formed

The Boothbay Region Fishermen's Association, which has as its purpose the promotion of the economic welfare of fishermen of the area, was organized March 21 at a meeting held in Boothbay Harbor. Frederick Fossett of Boothbay Harbor was named president of the group, and other officers elected were: Clinton Barlow of East Boothbay, vice-president; Gordon Trask of East Boothway, treasurer; and S. R. Tupper of Boothbay Harbor, secretary.

Directors include Frank Stover of Boothbay; Albert Barlow of East Boothbay; Charles York of Boothbay Harbor; John Snowman of Newagen; Willis Brewer of West Southport; Jesse Metcalf of West Boothbay Harbor; Winfield Dodge of East Boothbay; Freeman Hodgdon of West Boothbay Harbor; Kenneth Merrill of Boothbay; Lowell Newcomb of Boothbay Harbor; and Ralph Carter of Boothbay Harbor.

#### Green Is. Packing Buys Warren Alewives

The Green Island Packing Co. of Portland has purchased the Warren alewives for a period of three years, the town to receive \$300 annually for the fish. Under terms of the contract, the Company will lease town-owned equipment, including traps, trestles, fish spouts and nets. This is the first time in a number of years that the Warren alewives have been sold on contract.

#### Carrier "Quickstep II" Launched

The 55'6" x 6' sardine carrier Quickstep II was launched on March 12 by Bristol Yacht Building Co., So. Bristol. She is owned by Capt. Norman Bickford of Camden, whose wife christened the craft.

Designed by Bertram Snow of Rockland, the carrier has a capacity of 600 bushels of herring and quarters for 4 forward in addition to the Captain's stateroom in the deckhouse. Power is furinshed by a 165 hp. General Motors Diesel with 3:1 reduction gear.

#### Davis Building for Provincetown

Davis Board Yard of McKinley is building a 65' dragger for Capt. Fred Salvadore of Provincetown, Mass. The vessel will be powered with a 250 hp. Buda Diesel.

#### Winchenbaugh Builds Party Fisherman

F. D. Winchenbaugh of Friendship has finished a new 36' sport fisherman, named My Pal II. She is owned by Antonio Faria of New London, Conn. and powered with a 100 hp., 6 cylinder Packard engine with 2:1 reduction gear. Winchenbaugh recently built 29' lobster boats for Raymond Cushman of Friendship and Leslie Burns of Friendship, both powered with 100 hp. Packard engines.

"Vida E. II" Bought by York

The 44' dragger Vida E. II, formerly owned by Lester Card of Cundys Harbor, has been sold to Capt. Paul York of Portland, who also owns the Mary & Helen, which he skippers. The boat has been equipped with a 100-fathom Model 1080AA Submarine Signal Fathometer by Sargent, Lord & Co. and is going to fish for whiting under command of Capt. Carl Smith of Baileys Island.

Similar Submarine Signal equipment has also been installed by Sargent-Lord on the 40' Alert, owned by Capt. Charles Olsen of Cape Elizabeth, and the 38' line trawler Kit, owned by Capt.

Wesley Sargent of Boothbay Harbor.

Capt. Charles Olsen has purchased the 42' Bonnie E. from Nova Scotia and has gone mackerel netting in her off the New

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The Portland dragger Elinor & Jean, owned by Capt. Otis Thompson, has had her deckhouse enlarged to provide quarters for the captain, and has been equipped with Loran by Sargent-Lord.

The Portland gill net fleet was back in operation the first of this month, nearly 3 weeks ahead of the usual opening of the season. A new member of the fleet is the Mary S., which was purchased recently by Maine Seafoods, Inc. and is skippered by Capt. Steve Medivino.

#### Rockland Boats Return from South

The Rockland dragger Iva M., Capt. Carl Reed, Sr., has returned from Hampton, Virginia where she fished during the

The Hampton, Virginia dragger Ocean Spray has arrived in Rockland for the Summer season. Under command of Capt. Henry Gallant of Rockland, she was one of the high-liners at Hampton during the past Winter.

The Dorothy & Ethel II, owned by Ralph Simmons of Port Clyde, has returned to Rockland after having fished in Virginia for the Winter. While south, the boat was repowered with a 171 hp. Buda Diesel with 2:1 Twin Disc reduction gear.

#### "Carolyn & Priscilla" Repowered

The Carolyn & Priscilla, owned by Bernstein & Jacobson, Inc. of Portland and skippered by Capt. Arthur Ricker, has been repowered at General Seafoods Shipyard, Rockland. Her new engine is a model 2505, 8DCMR Buda Diesel, rated 250 hp., continuous at 1000 rpm., fitted with a model 72 Western 2:1 hydraulic gear and swinging a 54 x 30 propeller. The boat also has a new BD38, 3 kw., 8 hp., 1500 rpm. Buda single cylinder Diesel generating set.

The Frances C. Deneby of Portland, which is being overhauled at the General Seafoods yard, has been equipped with a Model 6 DT468, 70 hp. Buda Diesel for driving her winch through a Twin Disc hydraulic coupling. The vessel is owned by

I. Jacobson and Earl Crockett.

Other boats recently overhauled by General Seafoods were the 83' sardine carriers Dracula and Marietta owned by Quality House Specialties Corp., Portland; F. J. O'Hara's Notre Dame; and the Ocean Spray, owned by Isaac Fass, Inc. of Portsmouth,

The St. Joseph II, owned by John Zappia of Portland, has been repowered with a D318, 80 continuous hp. Caterpillar Diesel. Sold by Southworth Machine Co., the engine is fitted with a 3:1 Twin Disc reduction gear and swings a 35 x 28 Columbian propeller.

#### "Whitlock" Team Wins Bowling Series

In a 5-team intra-company bowling league sponsored by Sargent, Lord & Co. of Portland, the "Whitlock" team, captained by Robert N. Pike, captured the title by snarling the other teams in their buoy line, having a total of 42 points won and 30 lost. Each team carried the name of a product distributed by Sargent-Lord and the other teams had the following scores:, "Pettit" won 39, lost 33; "Plymouth" won 38, lost 34; and "Roebling" won 26, lost 46. William Bliss, New England manager for Whitlock Cordage Co. of Boston, is sending dress shirts to the winning team. Appropriate prizes were to be presented to the winners by Sargent-Lord at a special league banquet scheduled for May 14.



These two piles of fish offer a comparison of the quantity of young fish (5,310) which remained in a standard shrimp trawl and the few (588) left in the Guthrie net during hauls of the same duration.

#### New Shrimp Net Designed to Release Immature Fish

Analyses of catches in North Carolina have indicated that billions of young commercial fish are being killed annually by the 4,348 shrimp trawling nets being operated in the South Atlantic and Gulf regions. Most of these young fish can be saved now by the use of a new shrimp net invented by Louis and Charles Guthrie of Morehead City, N. C., according to Dr. Herbert F. Prytherch, technologist at the U. S. Fishery Biological Laboratory at Beaufort, N. C.

The net devised in 1946 by the Guthries, following 15 years of experimentation, contains a special tail bag made of a large mesh of hard twine supplemented by many strands of soft twine through which the young fish can escape but in which the shrimp entangles his "nose" and numerous spines. Prytherch has just released the results of an extensive ex-

periment begun in the Fall of 1947 in which the damage done by standard shrimp trawls was compared with that done by the new net. Preliminary tests showed that over 75% of the immature food fish 5" to 7" long which entered the net also escaped and remained in fine condition for survival. At the same time, the only shrimp to escape through the larger-thanaverage mesh were so small they were of no commercial value. The tests showed, Prytherch asserts, that the use of the Guthrie net by the 35 vessels then operating off Beaufort Inlet alone would have saved over 100,000 important young food fish in one morning's operation.

During the Summer of 1948, three types of shrimp trawls were tested for the escapement and survival of young fishes. On a small shrimp trawl, a large net of fine mesh was rigged outside the Guthrie tail bag to collect the fish which escaped so that their ability to survive could be determined.

In 16 experimental hauls in the Newport and North River channels, 74% of the young food fish escaped from the Guthrie net; and of these, 96% continued to live in good condition afterward. Similar tests were made with 30' and 50' trawls. The Diane, Capt. Garland C. Willis, Morehead City, was used for many test hauls during November off Atlantic Beach.

A total of 92 experimental and regular hauls were made last year as a basis of comparison, and the results always indicated that about 75% of the young fish escaped the Guthrie net while the loss of shrimp at the same time was negligible. Prytherch's last report on the experiment stated that 34,418 out of 44,526 specimens which entered the nets escaped during 12 hauls.

His experiment prompted Prytherch to comment: "It is conservatively estimated that there is an annual destruction of over one billion of the young trout, spot, croakers, sea mullets and other commercial species in this State by shrimp fishing operations. Since it is possible for over 75% of these young fish to escape through a shrimp trawl with a tail bag composed of the Guthrie net invention, the use of this device should be considered as a practical conservation regulation for saving food fish that one year later can be profitably harvested."

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### Texas Enacts New License Law As Old Measure is Ruled Out

Texas legislators acted quickly this month to enact a new shrimp license law as the old statute was declared unconstitutional by a Federal court. Following the court's decision by 24 hours, the new law was signed by Governor Beauford Jester and immediately commercial licenses were frozen at their present

The law ruled unconstitutional by the Federal court as a discriminatory measure had levied a license fee of \$200 on nonresidents for the privilege of fishing in Texas waters and in addition charged \$2,500 for each boat, while Texans had been

charged \$3 each plus \$3 to \$15 per boat.

The newly-enacted law, authored by Senator Jimmy Phillips of Angleton, gives the State Game Fish and Oyster Commission authority to fix the total number of licenses it will grant each year. Texas fishermen are given priority under the bill, although out-of-state fishermen are not mentioned. The fee is \$6.00 per boat and \$3.00 per man. The commission also has authority to decide the size of boats to be licensed.

#### Tuna Boats Operate from Houston

A million-dollar tuna fishing fleet, consisting of three purse seine boats and a refrigerated mother ship, has left Houston for its maiden trip to the tuna banks off the South American west coast. The mother ship is equipped with two light planes, which will circle above the fleet to spot tuna schools.

Deliveries will be made to San Diego Packing Co. on the west coast until Oceanic Foods Co., a Gulf Coast enterprize,

completes a cannery at Houston.

Falgout Acquires "Linda Lee"

Ernest Falgout, owner and operator of Aransas Seafoods Co., Aransas Pass, has purchased the 65' shrimp trawler, Linda Lee. The craft is now under contract to a drilling company, but will be returned to shrimping later.

#### Proposed Waterfront Facilities

Sabine Seafoods Co. of Sabine, which operates a fleet of shrimpers out of Sabine Pass, plans to deepen and widen the mouth of Texas Bayou where it flows into the ship channel to provide new docking space on one side of the Bayou. The owners of the firm, Earl Kile, F. P. Winton and R. E. Krebs, have applied for a permit to dredge the slip 730' long with bottom width of 100' to a depth of 10' below mean low tide, immediately upstream from the mouth of the Bayou.

Construction of a wharf in Red Fish Bay, Aransas Pass, to furnish crushed ice to fishing boats is planned by Central Power and Light Co. The firm has asked permission to build a timber L-head and two 3-pile dolphins a half mile north of the cause-

way to Harbor Island.

The proposed wharf would extend into the channel 42' and the outer side would be 22' long. The dolphins, 11' high, would be 12' from either end of the face of the wharf.

#### Shrimp Catches Small

Shrimp catches in the Gulf of Mexico were poor during March, according to reports from Port Arthur shrimp boat operators. One shrimp trawler returned to Port Arthur after eight days in the Gulf with a catch of only four barrels, or approximately 500 lbs. Catches were expected to improve early this month.

#### Intracoastal Canal Nears Completion

Only 13 miles of the 152.6-mile long Port Aransas-Corpus Christi-Brownsville Intracoastal Waterway remains to be dredged. The vital water link, which is protected along its entire length from the open sea by Padre Island, may be completed by late Summer.

Fishermen look upon the Intracoastal Waterway as a haven of refuge from the Gulf of Mexico's squalls and storms. Padre Island's six to eleven-foot elevation is expected by Army Engineers to offer substantial protection to small craft from all

storms except hurricanes.

# Gulf Production of Hard Crabs And Oysters Mounting

During the month of February, the hard crab catch in the principal production areas of the Gulf totalled 491,900 lbs., topping that of January by 190,000 lbs., and being nearly four times as large as the February, 1948 yield of 128,800 lbs. Production was heaviest in the Apalachicola area of Florida, amounting to 184,300 lbs. The New Orleans and lower Mississippi River area had the next highest yield, totalling 167,300 lbs. and accounted for nearly half of the total yield for the first two months of this year which was 793,800 lbs. as compared to only 218,700 lbs. last year.

Oyster production in the month of February was 136,700 bbls., and showed an increase of 27,600 bbls. over January, and a jump of 46,500 bbls. as compared to February, 1948. During the two-month period, the yield totalled 245,800 bbls., which was almost 100,000 bbls. more than production in the similar two months of last year. The New Orleans and lower Mississippi River area was the leading oyster producing section during February, with a yield of 44,000 bbls., and during the first

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two months, led with 87,100 bbls.

Amounting to 8,300 bbls., the February shrimp catch showed a decline of 6,200 bbls. from landings of the previous month, but a gain of 600 bbls. over production during the same month of last year. The take in the New Orleans and lower Mississippi River area totalled 2,005 bbls., and led all other sections.

Although the salt-water fish catch, which totalled 632,000 lbs., dropped slightly as compared to January, it was more than 100,000 lbs. ahead of February, 1948. With a catch of 273,500 lbs., the Mobile-Bayou La Batre section produced more salt-water fish than any other area. The yield during February consisted mainly of red snapper, spotted sea trout, mullet, red drum (redfish) and grouper. Landings during the first two months of 1949 totalled 1,281,800 lbs., as compared to 1,116,700 lbs. during the same period of 1948.

#### Oysters Small and Scarce

The Mississippi Seafood Commission halted oyster dredging the week of April 4, following the second trip of Biloxi boats this season. The action was taken because of the small size and light loads of oysters that were brought in when the vessels returned from their first trip. Some 125 vessels went out for oysters, but took only about 1,000 bbls.

The oyster dredging season opened on the first with 145 boats licensed to take oysters. Some 195 Mississippi boats are licensed to oyster in Louisiana, and will be allowed to continue operations in that State until May 1.

#### "Sunbeam" Destroyed by Fire

The 50' shrimp and oyster craft Sunbeam, skippered by Gerald Pavolini and operated for the Gulfport Packing Co., was almost destroyed by fire March 17 at Henderson Point.

The cabin and contents were lost; practically all of the starboard side of the craft was burned; and partial damage was done on the portside.

#### Tongers Favor Conservation Committee

Several hundred oyster tongers who were present at a meeting in Bayou La Batre, March 7 called by the Mobile County Sportsmen's Association voted in favor of a motion to appoint a committee of five men representing the communities of Bayou La Batre, Coden, Heron Bay, Dauphin Island and Bon Secour. to contact the State Conservation Department and present their views as regards conservation of oysters. The committeemen are to be appointed by the board of directors of the seafood union.

Several complaints were voiced as to the manner in which

the State is handling its replanting program.

Perry Prescott, the State's chief oyster inspector, defended the Conservation Department's selection of grounds for planting, pointing out that the oysters had been planted where Federal and State biologists had recommended. He said that suggestions received from oystermen as to areas for planting had been brought to the attention of biologists, and had been followed where considered practical.



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The 57' shrimp trawler "Lady Luck", owned by Joe Sequeira of St. Augustine, Fla. She is painted with Pettit paint and equipped with a 115 hp. Caterpillar Diesel with 2:1 reduction, 42 x 32 Columbian propeller, Fish Net & Twine Co. nets and Stroudsburg Hoist.



The 60' shrimper "Theresa Marie" owned by B. F. Skinner of Morgan City, La., and skippered by Capt. Gunner Carlson. She is equipped with a 135 hp. Murphy Diesel with Twin Diec. 3:1 reduction gear, Willard batteries, Linen Thread Co. nets and Columbian rope.

### Florida Mullet to be Tagged In Research Program

Ten thousand tagged mullet will be released in Florida waters some time this year as part of the mullet research program undertaken by the University of Miami's marine laboratory for the State Board of Conservation. Fishermen and fish dealers will be asked to watch for the tagged fish, remove the small plastic discs and mail them to the University of Miami. Dealers will be provided with forms to report the size of the fish, the place taken, and the date.

The tagging program is designed to tell the researchers the rate at which the mullet grow, the age at which they first spawn and something of their movements. In another branch of the investigation, young mullet are being reared in a pond at Cedar Key. Breeding habits are being watched, and the possibility of pond cultivation on a commercial scale is being investigated.

In addition, the methods and gear used by fishermen will be studied and tested, and the efficiency and possible destructiveness of each considered. A four-year mullet study program is planned to serve as a basis for intelligent regulation of the fishery.

John D. Kilby, a University of Florida graduate student, who has made an extensive study during the past year and a half of young striped mullet in the salt or coastal areas bordering the Gulf of Mexico in the vicinity of Cedar Key and Gulfport, has concluded that a lack of breeding places is responsible for the decline in the supply of this fish. Kilby claims that man-made constructions are markedly reducing the number of small, mudbottomed pools in the Gulf marshes which are the preferred habitats of young mullet, and suggests the artificial increase of such pools.

#### Would Ban Netting in Broward County

Legislation has been introduced to ban all seines and commercial fishing with nets of any kind in the salt waters of Broward County, and to prohibit the trapping of crayfish from the same waters. A law banning crayfish trapping was passed in 1927, but it was repealed at the next session.

Early in March, the Conservation Commissioner ordered a tightening up in enforcement of the conservation laws on Florida's West Coast, including the regulation prohibiting the use of power trawlers for shrimping in inland waters and the closed season statutes applying to shrimping in inland waters. However, it was decided to suspend enforcement of the laws temporarily following a complaint by fishermen who operate a 200-boat shrimp fleet in Tampa Bay and its tributaries.

shrimp fleet in Tampa Bay and its tributaries.

Other practices which Vathis ordered prohibited were: the use of donkey engines for hauling in nets full of fish in inland

waters (the law provides that only cast nets may be used); and the use in inland waters of nets whose meshes are too small to allow fish under the minimum size to escape, thus resulting in killing many immature fish.

#### Oyster Cultivation Plans Outlined

Plans for starting Florida's first district oyster cultivation program were outlined at a mass meeting held in Apalachicola March 11. Dr. F. G. Walton Smith of the University of Miami, who is director of the program, declared that many scientific facts about the oyster must be determined before the actual rehabilitation program can be started.

Dr. Smith stated that the Legislature will be asked to prohibit the taking of oysters from public bars in the Apalachicola Bay area from April 1 to October 1; to set aside specific areas for the taking of seed oysters; to prohibit the taking of oysters less than 3" in length; and to close portions of St. Vincent's Bar for the planting of shells.

The Federal Government plans to plant experimental oyster beds in the Pensacola area, and work on the project will begin

#### Closed Shrimping Season

The closed shrimping season on Florida's East Coast began March 15, and the fleet was to be tied up for repairs during the period lasting until April 15. The recently-ended shrimping season was considered only fair. The market remained steady, but the supply was below average.

#### Seek Benefit from Gasoline Tax

The Florida Commercial Fisheries Association concluded a two-day meeting at Jacksonville March 15, during which members decided to seek enactment of several proposals, including the following: that the Legislature use for the benefit of the fishing industry part of the gasoline tax now going to the State Road Department; that the trout season be set from April 15 to June 1 instead of from June 1 to July 15.

The group also included in its legislative program opposition to the following: a proposed new salt-water and fisheries commission, which was outlined by Ralph G. Cooksey, president of the Florida Wildlife Federation; a 3" limit on mesh size for mullet fishing; and an ad valorem levy of one or two cents on a dollar, to be paid by the fishermen for the purpose of financing the State Conservation Department.

Experiments now being carried on in oyster breeding and in the study of mullet were described by Dr. F. G. Walton Smith, director of the marine laboratory at the University of Miami and of the State Oyster Division. His recommendations included a legal limit of a minimum of 10" for mullet, prohibition of inshore shrimping in Nassau Sound, and removal of shrimping restrictions offshore 10 miles south of the St. Johns River.

### Maryland Passes Chesapeake-Potomac Authority Bill

The Maryland General Assembly unanimously passed a bill the latter part of March which would provide for setting up a joint 7-man Chesapeake-Potomac authority to regulate oystering and fishing in the Chesapeake Bay and Potomac River. The bill previously had passed the Senate; however, it cannot function until it gets approval of the Virginia Legislature, to which it will be submitted in 1950.

A bill which would create a three-man Potomac River oyster commission whose job it would be to control oystering in the River, received blunt criticism from a group of 20-odd Charles County oystermen who attended a hearing held March 8 by the Senate Committee on Chesapeake Bay and Tributaries. They objected mainly to the fact that the bill would allow the use of handscrapes between November 15 and February 15. The measure would outlaw power winder or dredging equipment and patent tongs.

Maryland and Virginia watermen would pay \$15 for handscraping licenses under the bill. Also provided is a tax of 5c on each bushel of oysters, the proceeds to be divided between the

During discussion, it was brought out that there should be specific language in the bill that only Virginians and Marylanders could oyster in the River—as was agreed by an old bi-State pact evolved in 1785.

Delegate E. Peter Richardson of Berlin has introduced a bill in the Maryland Legislature which would ban trawlers, drag nets or similar devices within three nautical miles of the Maryland coast line. According to C. P. Cropper, commercial fisherman of Ocean City, the measure would seriously curb that port's million-dollar fishing industry.

Watermen also are much concerned over three other bills which would curb haul seining in Maryland. The areas affected are: the Magothy River, Anne Arundel County; Harris Creek, Talbot County, and the Upper Choptank River, Talbot, Caroline and Dorchester Counties; and areas in Somerset in regions about Deals Island.

Commercial fishermen claim that the real purpose of the bills is to provide exclusive fishing grounds for sportsmen at the expense of the men who make a livelihood from gear fishing. It has been the position of the Department of Tidewater Fisheries and the Department of Research and Education that continued sound management of the fishery resources will provide more fish for both classes of operators and that there is ample and profitable room in the Chesapeake for them both.

Other bills that have been introduced recently would permit engines in boats used in crab scraping in the Honga River, Tar Bay, Hoopers Straits and Holland Straits; would allow the Department of Tidewater Fisheries to fix by regulation the length of haul seines used in the lower Potomac River to conform to the Virginia law applying to seines in this area; would prohibit the use of haul seines in the Potomac River in January, February and March, if and when like legislation is passed by Virginia; and would allow gill net fishing in the Charles County area of the Potomac River during October, November and December.

#### Oyster Prices Have Been High

There has been an ample supply of oysters in the shell this season, and prices have been high both for shell stock and shucked oysters. However, there has been less demand for shucked oysters this season than for several years.

The oyster season closes on April 15, but the packers have until May 1 to dispose of stock on hand. The season has been generally successful, although not as favorable as those of the last three years.

An error in the recording of the Maryland statutes between 1943 and 1945 makes it illegal to dredge oysters from Tangier Sound after March 15. However, this year the Tidewater Fisheries Commission extended the season to April 1.

The nine-man Bowman commission on natural resources, headed by Dr. Isaiah Bowman, has told Gov. William P. Lane, Jr. that private oyster farming on a sufficient scale would restore oyster production to former peak levels and probably in excess thereof at no cost to the State. The commission claims that a



The 39' charter boat "Katherine" owned by Capt. Talbot E. Bunting of Ocean City, Md. and skippered by Capt. George Willis. Painted with Pettit paint and using Esso lube oil, she is powered by two 120 hp. Kermath gasoline engines turning 17 x 11 Columbian propellers.

system of private farming would instill in the industry the incentive and interest to produce, which are lacking in a State program under which the individual harvests without responsibility for producing.

#### Good Run of Rock

There was a good run of rock in Maryland waters during March, and it is reported that this fish gradually is increasing in quantity. However, due to cold and stormy weather, the catch of shad and herring was small. Shad and herring do not enter the Chesapeake Bay when the weather is unfavorable, but continue up the coast and as a result larger numbers of them are caught in the Delaware and Hudson Rivers. Yellow perch were being caught in the rivers in the middle of March.

The making of crab pots has been underway for several months in preparation for the opening of the crabbing season in the Maryland waters of the Chesapeake Bay on April 1.

#### "C. A. Christy" Repowered

The 82' x 22' x 8'4" C. A. Christy, owned by George A. Christy & Son, Crisfield, has been repowered with an LML-603 Cummins Diesel, rated 175 hp. at 800 rpm. The engine turns a 60" x 48", 3 blade propeller, and is equipped with a Capitol reverse and 3:1 reduction gear. The vessel was formerly the L. R. Parker, and has a gross tonnage of 99 and net tonnage of 67. Surrette batteries are used.

#### Delaware Proposes Oyster Tax

A bill introduced March 18 in the Delaware Legislature would provide for a tax of 15c a bushel on all oysters which came from the Broadkiln River, the individual taking the bivalves to pay 10c and the person buying them to pay 5c. Under the measure, which was introduced by Rep. Kenneth D. Givan, all fees or charges would be remitted to the State treasurer who would place them in the general fund. Three-fourths of the revenue would be used as a trust fund for the purpose of restocking the oyster beds of the Broadkiln. After five years of this diversion, the amount withdrawn annually from the general fund would be reduced to 50%.

The bill would make it unlawful for anyone to take for the market, or to buy or sell, any oysters less than 3" long which came from Broadkiln River beds. It also would forbid the leasing of any oyster bottom except in Delaware Bay, Indian River Bay or Rehoboth Bay.

Legislation to limit to 300 yards the length of nets or combinations of nets used in the Indian River, Indian River Bay and Rehoboth Bay, or their tributaries, was passed by the Delaware House March 18 and sent to the Senate. Violators would be subject to a fine, as well as forfeiture of the equipment used. The bill was sponsored by Rep. Harvey H. Lawson, who is also a commercial fisherman.

## Great Lakes Spring Fishing Season Opens Early

Erie, Pa. fishermen report that prospects look good for a banner Spring fishing season at that port, following the earliest opening date in 17 years. Spring fishing also began during March out of several other Lake Erie ports, and fishermen of both the southeastern region of Lake Superior and the Green Bay area of Lake Michigan predict an early resumption of openwater netting.

The bulk of the catch at Erie has been whitefish, with an average lift of about 500 lbs. However, bluefish, pike and perch have started coming in, with lifts averaging from 500 to 700 lbs.

Commercial fishing boats put out of Barcelona Harbor, Lake Erie, March 8 to register the earliest date of operation for at least 10 years. Although the legal netting season opens on the eighth, the craft ordinarily are unable to operate that early because of ice in the Lake. The first nets were set for whitefish, as the price for that particular species was at a good level, with pike nets being set later.

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The Dunkirk, N. Y. whitefish season has begun, and thus far landings have been very good. The Allan S., owned by the Lake City Fish Co., brought in about 1,500 lbs. of whitefish March 20, and duplicated this haul the following day. The boat's catches were the largest recorded at Dunkirk this year.

The Vermilion, Ohio fishing fleet began operations March 16, and fishermen are looking forward to a fair Spring season. Lifts have been moderately satisfactory, with blue pike predominating, but no heavy catches have been made.

#### Trout Yield Good in Marquette Area

Several fishing craft in the Marquette, Mich. area were tending gill nets early in March, despite the hazard of floating ice fields, and some set-hook line fishermen were lifting 1 to 2 miles of line on 6 to 12-mile sets. Production of lake trout in this region has been running fair to good, depending largely on the condition of the ice.

At Brimley, Mich. and other Whitefish Bay harbors on Lake Superior, ice netting operations resulted in fairly good takes of herring, whitefish and lake trout early in March. However, the best whitefish catches were taken on the Canadian side of the Lake, where trout production also was good.

Despite cold weather, Ontonagon, Mich. commercial fishermen were operating nets and set-hook lines the first part of March. Nets were left out for many days in some cases and lifted when weather permitted.

Fishing fleets in the western area of Lake Superior around Duluth, Minn. and Superior, Wis. came nearly to a standstill during early March because of ice-clogged harbors. However, some ice fishing operations took place in the bay areas. Production of mixed fish has been fair, with some good herring catches.

#### Green Bay Pike Production Large

Fishing has been generally good on Green Bay this Winter, although catches of herring and whitefish fell off in January.



The 36.7' tug "Merleen" owned and skippered by Capt. Nial N. Gates of Two Rivers, Wisc. She uses Linen Thread Co. Gold Medal nets.



The 48' round form welded steel tug "Thomas C. Mullen" owned by Robert Ludwig, Michigan City, Ind. and built in 1946 by Burger Boat Co., Manitowoc, Wis. She is powered by a 70 hp. Diesel.

Fishermen produced 110,000 lbs. of yellow pike or walleyes in Michigan waters of the Bay during January, which was nearly double the average production of 61,000 lbs.

The smelt yield in the Green Bay area, especially around Delta County in Michigan, was slightly better this March than at the same time last year. Commercial fishermen believe the Spring spawning run may be twice the volume of that of 1948.

Despite strong winds that moved the ice and temporarily halted fishing south of Portage Point early in March, about 20 Escanaba, Mich. commercial fishermen were hopeful they would be able to recover their nets and possibly do more ice fishing before the Spring breakup. Catches in this area have consisted mostly of whitefish. North of Portage Point to the head of Little Bay de Noc the ice was holding, and fishing for smelt, perch, suckers and walleyes continued without interruption.

Cold weather and a north to northeast wind the middle of March at Menominee, Mich. held a drifting Green Bay ice floe against the west shore and provided fishermen with an opportunity to get on the floe and salvage part of more than \$100,000 worth of nets and equipment that moved out when the ice broke on March 7. Many fishermen recovered a third or nearly half their nets.

#### Legislative Program of Producers Assn.

The legislative program adopted at the recent convention of the Michigan Fish Producers Association contains the following proposals recommended by commercial fishermen from all parts of the State: to stop fish pirates by increasing penalties and law enforcement; move the closed season on chubs back ten days to afford greater protection to the spawning fish; restrict nonresident fishermen to a 50-mile area of their operating port; protection for suckers by establishing an annual closed season; to limit pounds nets in Big Bay de Noc and adjoining waters of that part of Green Bay to a standardized depth of 50', as are trap nets; to reopen closed waters in the east and west arms of Grand Traverse Bay to use pound and trap nets in depths up to 50' and gill nets in waters up to 60'; to change herring mesh to 21/4" for the Straits of Mackinac area; to allow deeper water for trap nets in Lake Huron; to establish a study program of chub fishing in Lake Superior to determine whether chub nets should be disallowed in certain areas of that Lake where it is impossible to fish them without catching large quantities of immature lake trout; to investigate the removal of millions of minnows from the Great Lakes waters by bait dealers, since commercial fishermen believe a large percentage of the "minnows" are small fish of commercially important species; to halt commercial trolling of walleye pike; and to limit smelt dippers to 50 lbs. of smelts daily.

#### Control Over Outlying Waters

A bill introduced in the Wisconsin Legislature March 9 would remove the State Conservation Commission's control over fishing in outlying waters. Principally concerning Lake Michigan commercial fishing, the bill is similar to one which was killed during the 1947 legislative session after considerable controversy. The legislation is sought by fishermen opposed to Conservation Commission rulings on net sizes, and was offered by Rep. H. H. Rowe of Sturgeon Bay.



The 27' lobster boat "Ambitious" owned and operated by 84year-old Capt. Augustus Ferreira of Manchester, Mass. Built by Melanson Boat Yard, Gloucester, she is powered by a directdrive 50 hp. Gray gasoline engine.

### Gloucester Boats Make Record Grey Sole Landings

During the month of March, the port of Gloucester was deluged with landings of grey sole, a fish which ordinarily is produced in quantities under 10,000 lbs. The fish were caught in the area north of Quero Bank, and during the greater part of the month brought at least \$5.00 per hundredweight, going to \$10.30 on one occasion.

Landings of grey sole reached their height on the 24th, when the catch totalled 910,000 lbs., which sold for \$3.00 per hundredweight. The day's production brought the total yield for the past 16 days to the record amount of 3,542,000 lbs., landed in 36 trips and valued at some \$220,000 to the fishermen.

Individual catches on the 24th included 240,000 lbs. brought in by the dragger Mother Ann, Capt. Albert Williams, to set a new record for the amount of grey sole landed in one trip. The

craft also had 40,000 lbs. of other varieties of fish.

The Benjamin C., Capt. Joe Ciaramitaro, landed a profitable grey sole catch on the 17th, weighing out 185,000 lbs. of that species, together with 22,000 lbs. redfish. The gross stock for the fare was \$17,000, while the gross share per man for the 12-man crew was \$750. The trip took less than six days, with the dragger actually fishing 26 hours and 45 minutes, during which time only 12 sets were made.

First Seine Mackerel Landed

The first seine mackerel of the season was landed March 28 at Norfolk and Phoebus, Va. by three Gloucester craft—the Santo Antonino, Capt. John Vadala, which had 6,000 lbs.; Alden, Capt. Alphonse Mineo, with 8,000 lbs.; and Eleanor, Capt. James Ciaramitaro, 6,000 lbs. The fish, which were caught 15 miles east of Chesapeake Lightship the previous night during the short period of darks, sold for 15c a pound. This season's first mackerel catches were landed two days earlier than last year, but they were smaller in size.

Dragger "America" Lost

The 74' fishing dragger America, owned and skippered by Capt. Sebastian Serio, sprang a leak a few hours after leaving port March 14 and sank 3½ miles east northeast of Thacher's following a four-hour battle by Coastguardsmen and other Gloucester fishing craft to keep her afloat. Five members of the America's 8-man crew were taken aboard the American Eagle, Capt. Peter Piscitello, while the other three were rescued by the Ida and Joseph, Capt. Joseph Colombo.

Freezer Holdings Show Big Drop

The amount of fish stored in Gloucester freezers amounted to 2,799,400 lbs. on March 30, and showed a decline of 1,700,600 lbs. as compared to holdings four weeks earlier. The freezer at the State Fish Pier had 1,248,600 lbs. on hand, or only approximately one-seventh of its capacity.

Redfish holdings decreased rapidly during March, and were only 460,200 lbs. at the end of the month. As a result, bidding for redfish has been strong, and the price went over \$6.00 per

hundredweight several times during the month.

#### National Fisheries Convention Will Discuss Merchandising Problems

Current merchandising problems as they relate to the fish and shellfish industry will be discussed by a panel of business experts at the Fourth Annual Convention of the National Fisheries Institute, to be held at the Edgewater Beach Hotel, Chicago, April 27-30. Theme of the Convention is to be "Selling Fishery Products in a Buyers' Market."

Carlton Crawford, of Palacios, Tex., president of the Institute, will serve as moderator Friday at a Fisheries Forum when all delegates will be free to discuss phases of the industry and to question a panel of government and industry experts. The Technological Section of the Institute will have its annual

meeting on Friday.

Changes in the Fleet

The 97' steel dragger V-E Day, owned by Capts. Frank Favalora and Leo Linquata of Gloucester, has been sold to Fishery Products, Ltd. of St. John's, Nfld. She left Gloucester March 28 with a Nova Scotian crew aboard in command of Capt. James Chaulk of Halifax, N. S.

Joe Sinagra of Gloucester has purchased the 50' dragger Noah A. from Stonington, Conn. parties. She will operate out

of Gloucester under his command.

Bundy Going to Japan

Frederick McG. Bundy, president of Gorton-Pew Fisheries Co., Ltd., has been appointed by the Supreme Command Allied Powers to a committee of three commercial fishery representatives to go to Japan this month and study the Japanese fisheries program.

New Engine Installed in "Mary Rose"

A Model 31A8½, 6 cylinder, 360 hp. Fairbanks-Morse Diesel has been installed in the 92' dragger Mary Rose, owned by Capt. Joseph Ciarametaro, Jr. of Gloucester. The vessel landed her first trip following repowering on April 5 when she unloaded a 120,000 lb. catch of haddock and redfish.

John T. Love Welding Co. fitted the vessel with a new 17' x 6' x 18' high steel engine room trunk, on the forward end of which is mounted the Hathaway winch, supported by legs to the deck on either side. Love also added two 750-gallon fuel tanks to provide a total capacity of 5,600 gallons, and installed diamond plate engine flooring and an 18' long exhaust pipe.

"Theresa R." Has New Batteries

The Theresa R., owned by New England Southern Trawling Co. of Gloucester, is being equipped with new Surrette batteries. The installation consists of a GTS-15, 240 ampere hour, 110-volt set and was sold by Louis Posner of Boston.

Bill Would Permit Inshore Dragging

Legislation has been introduced in the Massachusetts House to permit beam or other trawlers to drag for fish in parts of the territorial waters of Massachusetts from Novmeber 1 to March 31 of each year, and to prohibit sweep seining in Provincetown harbor.

The Gloucester Seafood Workers' Union has recorded itself as in favor of the proposal to permit dragging in parts of the territorial waters, claiming that it would greatly aid the whiting boats of the port and result in increased production at a time

when landings are low.

The Union went on record as opposed to prohibiting sweep seining in Provincetown harbor, pointing out that in its opinion the bill never intended to mean "sweep seines" but rather "purse seines," and that this action would retard mackerel production.

The Labor and Industries Committee of the Massachusetts Legislature heard testimony on March 23 regarding a bill which would eliminate certain inequities in the Federal boat tax on fishing vessels of ten net tons or more. The measure would provide that a boat owner be required to pay tax only on the normal complement of the crew, rather than on every crew member serving during the year.

Capt. Peter J. Johnson

Capt. Peter J. Johnson, well known fishing skipper, who had captained many vessels out of Gloucester and never lost one, died early in March at the age of 77.



Aerial view of Sargent, Lord & Co. showing electronics division, engine division, main store and net loft.

# EVERYTHING FOR THE FISHERMAN From Keel to Masthead

With 25,000 square feet of floor space, Sargent-Lord carries one of the largest stocks on the Coast, which permits them to make prompt shipments. Whatever your requirement may be, from building to outfitting, you will find it at Sargent-Lord.

Dealers in practically every fishing port along the Coast of Maine have Sargent-Lord's top quality merchandise readily available at all times. You can get what you want, when you need it, because these dealers always are well supplied.

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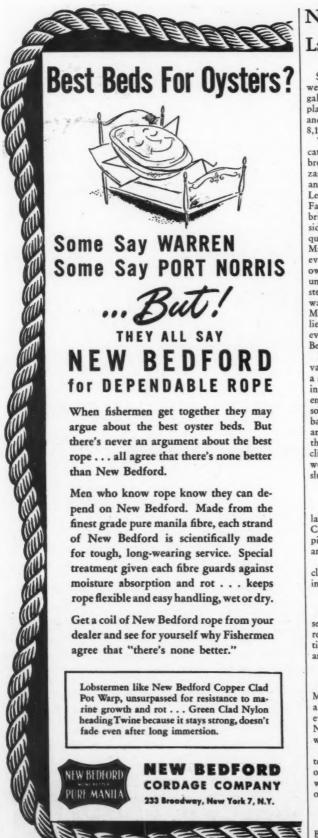
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# New Bedford Scallop Landings Increase

Scallop high-liners in the port of New Bedford for March were the Marlene & Marie, with 2,700 gals.; Porpoise, 2,450 gals.; Abram H., Flamingo, and Carol & Estelle, tied for third place, with 2,350 gals. each. Fifty-two vessels made 102 trips and landed 66,630 gals. during the month, for an increase of 8,160 gals. over February.

The first big lobster catch of this season, brought in from Buz-zards Bay March 29 and landed at Mac-Lean's, Union Wharf, Fairhaven, sold to a brisk market. The boatside price of 70c was quoted by William Q. MacLean as the highest ever paid. MacLean's own vessel, The Friars, unloaded a 38-lb lobster on March 30, which was caught off No Mans Land, and believed to be the largest ever taken by a New Bedford craft.

Prices of almost all varieties of fish showed a sharp downward trend in New Bedford at the end of March. Lemon sole, at 8c, and blackback, at 5 to 7c, were among those registering the most marked de-



This huge 38 lb. lobster displayed by Mrs. Marie Grindrod, left, and Miss Joan Murley is part of a 500 lb. catch landed March 30 at Union Wharf, Fairhaven, by William Q. MacLean's boat "The Friars", Capt. Martin Anderson, skipper.

clines. Large landings of grey sole in Boston and Gloucester were judged partially responsible. The yellowtail price also slumped, and scallop prices fluctuated widely.

#### Improvements Proposed for City Pier 3

A number of improvements to City Pier 3, chief wharf for landing of fish in New Bedford, have been proposed by the City's Commission on Wharves. Included are resurfacing of the pier to eliminate water holes, crowning for better drainage, and new planking and spiles for the pubilc landing.

It also was suggested that the pier eventually be used exclusively as a fish wharf, and the need for a retail market selling live and dressed fish on the wharf was reiterated.

Harbor Masters
The Seafood Producers Association of New Bedford, representing 170 boat owners, opposed in March a bill which would remove harbor masters from control of municipal administration, and create a State Division of Marine Safety, Pilotage and Salvage within the Department of Public Safety.

#### Bombing Area Would Hamper Fishermen

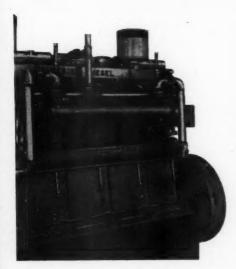
The New Bedford fishing industry was greatly disturbed in March by a proposal of the Army, Navy and Air Force to create a huge, rectangular bombing area south of Cuttyhunk. However, as a consequence of complaints from the industry, the Navy has assured New Bedford interests that the fishing fleet will be fully protected.

Edmund O'Neil of the Seafood Producers Association, registering the most vigorous of many protests, said 350 square miles of flounder grounds would be made useless and that the fleet would have to go 100 miles out of its way to get in and out of the port of New Bedford.

#### "William Landry" Repowered

The William Landry, owned by Stanley Kelley of New Bedford, has been repowered with a Model 6DCMR, 171 hp. Buda Diesel with MG-201 Twin Disc reduction gear.

# FRESH WATER FOR OLD SALTS



There are two places where a deepsea sailor prefers fresh water to salt—in himself and inside his engine. Even an old shellback like a Wolverine

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is happier and healthier with pure water in his innards. No minerals, sand or trash to encrust and corrode—permits higher operating temperatures for greater efficiency—results in longer life and lower maintenance.

The big Ross Type BCF Heat Exchanger maintains a continuous transfer of heat from the re-circulated fresh water in the engine to salt water from overside. And notice the long oil cooler just below, where the fresh water cools the lube oil.

It's things like these that helped build Wolverine's reputation for long-life, low-maintenance Diesels.

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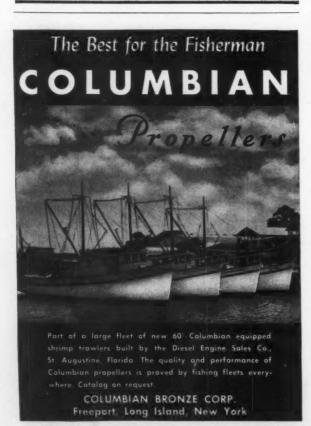
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#### NEW YORK

#### At the Greenport Shipyards

The usual Spring rush is underway at the various Greenport shipyards. The 60' beam trawler Bonacker was launched at Brigham's Shipyard, Inc. on March 19, being christened by Mrs. Edward Jewett of East Hampton, wife of one of the owners of the vessel.

Greenport's new shipyard, the Sound Marine Construction Co., of which H. Martyn Baker and J. Thornton Mills are the proprietors, has set up the keel and frames for one of their 40' Hatteras Special Fishermen for Çapt. Kenneth Worrell of Greenport. This fishing boat will be equipped with a Chrysler Crown engine with reduction gear.

At the Hanff Shipyard the 42' beam trawler which the yard is building for August Reiter of Montauk, formerly of Greenport, was to be launched on April 9. The boat, which will be powered by a 110 hp. Superior Diesel, will be fully equipped for offshore party fishing.

#### Two Greenport Fishermen Make Broadcasts

In addition to the display at the National Sportsmen's Show in New York City last week, Greenport as both a commercial and sport fishing center received much additional publicity from the broadcasts over radio station WMCA, New York, by Rodman Pell and Arthur White. Both Pell and White told of the many advantages of Greenport as a center of the oyster industry, as a commercial fishing port and as a sport fishing center. These broadcasts were made possible during the fishermen's program sponsored by Fairbanks, Morse & Co.

#### Fire Island Flounder Run Starts

Capt. Ray Whittaker reported on March 17 that the flounder season had already started. He was out with parties the previous weekend on his boat, Capt. Ray Whittaker, as were the Romeo & Juliet, Capt. Roman Litwin, and Jib II, Capt. Clarence DeGarmo. Capt. Whittaker said that the three boats had large parties, and returned with good catches. The fish were of average size, the largest being around two pounds.

Flounders generally spawn around Washington's Birthday,

Flounders generally spawn around Washington's Birthday, and usually start running on or about St. Patrick's Day, according to Capt. Whittaker.

#### Moriches Bay Is Closed to Shellfishing

The entire Moriches Bay will be closed to shellfishing from May 1 to November 15 by order of the State Conservation Department. The ruling will affect some 350 commercial clammers who work bay bottom in both Brookhaven and Southampton Townships. Disclosure of the Department's decision was made early this month at a meeting held in its Freeport office.

#### Clams, Cod and Whiting

The surf clam industry of Long Island is showing signs of increased activity. One plant is again canning minced surf clams. At the present time Long Island vessels are getting about \$1.00 per bushel for their surf clams. Diggers of hard clams have been doing fairly well and are producing a good crop. The price has been steady.

The only fish taken locally in any quantity off Long Island have been cod. The production of this species has been much greater the first few months of this year compared with 1948.

Many New Jersey boats have been fishing for whiting around the Sheepshead Bay area due to the unusually high price for this species.

#### "New Yorkers Like Fish"

One of the best fish and shellfish stories the Fishery Council has ever obtained, "New Yorkers Like Fish", was published in This Week Magazine section of the March 27 Herald-Tribune. With six two-column pictures of famous chefs holding their favorite fish dishes, eight marvelous recipes and 66 lines of copy which laud fish and shellfish, the story does a selling job

## Boston Trawlers Bought By Army for Germany

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Two Boston steel trawlers have been purchased by the Department of Army, Chief of Transportation, for use by Germany under the ECA program. They are the 127' Tern, with capacity of 350,000 lbs., and the 128' Lark, with capacity of 300,000 lbs., which were owned by Corporations headed by Isadore Bromfeld. The vessels will be taken to the port of embarkation, Brooklyn, N. Y. for outfitting.

The 133' Ocean and 132' Surf, both of about 325,000 lbs.

The 133' Ocean and 132' Surf, both of about 325,000 lbs. capacity and owned by General Seafoods Corp., are said to have passed Army inspection and were expected to be purchased shortly. Four other General Seafoods trawlers, the Squall, Storm, Flow and Tide; Bromfield's Cormorant, R. O'Brien & Company's Wm. J. O'Brien and Capt. John Roen's Swell, are reported as being considered for purchase. The Government has stated that it wants to buy a total of 15 trawlers.

#### Big Week's Landings

The arrival at the South Boston Fish Pier on April 1 of eight trawlers and 11 small draggers of the inshore fleet with a catch of 1,149,400 lbs. of mixed groundfish brought to a total of 5,715,200 the number of pounds of fish landed at the Pier during that week—the largest week's catch so far this year. Forty trawlers and 64 of the inshore dragger fleet brought in fares during the week. The fish have been running much more plentifully recently, and the weather has been excellent for fishing.

The trawler Swell brought in 147,000 lbs. of groundfish on March 7, including 80,000 lbs. of haddock. She grossed in the vicinity of \$13,000.

Included in the catch of the Usen Trawling Company's Cambridge, in at the Fish Pier March 10 from Brown's Bank, was a haddock which measured 36" in length and weighed 161/4 lbs. The specimen was examined by Government fishery experts, who estimated that it was 14 to 15 years old. The largest haddock ever recorded was one caught around 1880, and which was 37" long with a weight of 241/2 lbs.

#### "Assertive" Joins Fleet

The 98' dragger Assertive, converted from a Navy mine sweeper, joined the Boston fleet last month. She is owned by Joseph Giacalone, Joseph Magnolia, Anthony Lombardo and Adrienne Mione, and is skippered by Capt. Patrick Flynn. The vessel is of 207 gross tons with a beam of 22' and depth of 13'. Power is supplied by a 400 hp. Atlas Diesel, giving a speed of 11 knots, and her capacity is 190,000 lbs.

#### Lobstermen's Assn. Holds Banquet

More than 350 members attended the first annual banquet and ball of the South Shore Lobster Fishermen's Association, held March 26 at Cohasset. The officers of the Association are: George H. Dwight, Scituate, president; John B. Paulding, Brant Rock, vice-president; and J. Story, Norwell, secretary-treasurer.

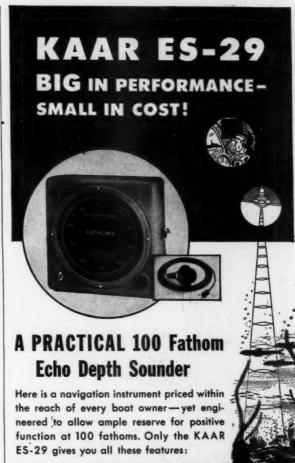
#### Gaetano Marino

Gaetano Marino of Boston, 74, owner of the fishing boat Connie B., was drowned on March 22 when he fell over the aft rail of the boat into the harbor, at Commercial Wharf.

for the seafood industry. "Sloppy Louie", proprietor of Sloppy Louie's restaurant near Fulton Fish Market, heads the list of top chefs which includes those of noted restaurants and hotels Le Bistro, St. Regis, Ritz-Carlton, Pierre's and Gloucester House. The following products are mentioned: Brook trout, striped bass, shad, red snapper, tilefish, swordfish, salmon, squid, lobster tails, clams, pompano, halibut, lobster, whitefish and eel.

#### Fulton Market Dinner-Dance

The 484 people who attended Fulton Market's Annual Dinner-Dance at the Hotel St, George Grand Ballroom are the best proof of the party's success—it was a grand time. Chairman Frank Wilkisson and Co-Chairmen Joe Cantalupo and Dan Cipriano did an outstanding job in providing for necessary arrangements.



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Shark Industries, Division of the Borden Company of Stuart, Fla.
Fred Brownlee, skipper of the shark fishing vessel "Dusky", was forced to cut the 10,000 foot line he had set when a hurricane struck the area last fall off Key West, Florida. When he returned three days later with his Bendix Depth Recorder

in 3 minutes he had hooked the \$2500 worth of "lost" gear.

This is one of many examples where the Recorder has paid for itself by preventing loss of gear. Shark Industries have installed the Recorder in their boats primarily for locating the sharks whose vitamin-enriched livers are processed into pure feeding oils...and as it has for other owners, the Bendix is producing a double dividend for them.

chart, he was able to locate the spot with unfailing accuracy and

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### North Carolina Bill Ratifies Atlantic Fisheries Compact

A bill which would allow North Carolina to enter into a commercial fisheries compact with other States along the Atlantic seaboard and be represented on the Atlantic States Marine Fisheries Commission, was introduced in the State Legislature April 1 by Senator Emmett Winslow of Perquimans. It was sponsored by the State Department of Conservation and Development.

States which have agreed to the compact are represented on the Commission by three delegates. The group studies problems affecting commercial fish and shellfish, makes recommendations for legislative action, and serves as a regulatory agency.

An appropriation of \$600 a year would be required to defray North Carolina's portion of the Commission's operating costs. Delegates to the group would be the State Director of Conservation and Development, a legislator designated by the Commission on Interstate Cooperation, and a private citizen named by the Governor. North Carolina now is the only State on the coast which has not entered into the compact.

A resolution introduced in the North Carolina Legislature March 24 would urge the State's Congressional delegation to support legislation giving the States control over the land, fish and other resources within the three-mile limit of their coastal shore lines. Offered by Rep. J. V. Whitfield of Pender, the resolution asks the Congress to oppose legislation which would provide Federal control of tidelands.

"Fishing interests of the State," the resolution asserted, "could be destroyed by failure to protect the entrance of migratory fish through the several inlets entering into North Carolina waters from the Atlantic Ocean."

#### Making Good Catches Off Cape Lookout

Several Morehead City area fishing trawlers have been making good catches of croakers, trout, flounder and sea mullet this Winter on comparatively newly-discovered fishing grounds off Cape Lookout. It is expected that before the season has ended, approximately a million fish caught on the new grounds will be landed at Beaufort, Atlantic and Morehead City.

Occasionally the vessels take tropical water fishes, such as red snapper from near the coral reefs that lie close to the western edge of the Gulf Stream, as well as sea bass, grouper, squid and octopus. The new grounds were said to have been discovered by Capt. Herman Roeberg of the Victory.

Southport commercial fishing boats reported the presence of bluefish in the area between the Southport Knuckle Buoy and Frying Pan lightship the latter part of March. These fish do not usually appear until about the end of April.

#### Fall Shell Planting Successful

A recent investigation by A. L. Chestnut, oyster specialist and staff member of the University of North Carolina's Institute of Fisheries Research, Morehead City, has revealed that the State's first Fall planting of oyster shells made for a very satisfactory set and unusually good growth. Chestnut has been studying the effects of the planting in Bay River and Bird Island since January, and reports that the oyster set now is of the 3 to 4" size, after 18 months of growth.

Shell planting on a large scale has been carried on in North Carolina for two years. Initiated at the direction of the Division of Commercial Fisheries and carried out by Fisheries Commissioner Capt. John Nelson and his staff, the project resulted in the planting of 63,000 bushels in 1947. In 1948, 93,000 bushels were distributed, the latter figure based on a 50% return of oyster shells from the dealers, as provided by law.

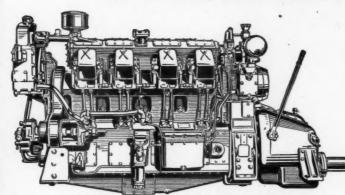
#### Change Ownership—Repower

E. C. Ballou of Morehead City has purchased the 70' x 18' trawler Dixie Day, formerly owned by General Seafoods Corp. Built in Washington, N. C. three years ago, the craft is now being operated out of Morehead City.

The trawler Oriental, owned by Garland Fulcher of Oriental, has been on the ways at the Morehead City Yacht Basin for installation of a Superior engine. The vessel is a former German subchaser.

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MODEL D 17000 - 135 HORSEPOWER

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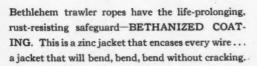
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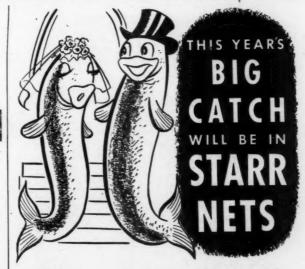


The bethanized "armor" keeps salt water and air away from the steel rope; seals the wires against their greatest enemy, rust.



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DeWitt American-Made fish hooks are made for good service at a lower hook cost per season.

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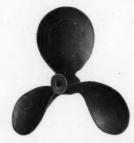
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# Fish Landings for Month of March (Hailing fares. Figure after name indicates number of trips.)

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Alice M. Doughty (6) Andarte (2) Crescent (2) Ethelina (4) Evzone (2)	121,000 156,000 4,000 93,000 97,000 42,000	Nautilus (2) Santa Lucia (1) Vagabond (4) Vandal (3) Villa Nova (2) Willard Daggett (6)	29,000 1,000 197,000 144,000 36,000 59,000
Lawrence Scola (6)	42,000	Willard Daggett (6)	37,000

#### GLOUCESTER

0.	2000	DOI DIE	
. 1 to Descripto (1)	6.000	Maria Immaculata (3) Marie & Winifred (2) Mary (7) Mary A. (4) Mary A. (4) Mary F. Curtis (2) Mary & Joseph (1) Mary & Joseph (1) Mary & Josephine (2) Mother Ann (2) Nancy B. (1) Nancy F. (3) Natale III (3) Noah A. (4) No More (3) North Star (2) Novelty (5) Nyoda (3) North Star (2) Novelty (5) Nyoda (3) Phillip & Grace (3) Phyllip & Grace (3) Phyllip & Mary (6) Pilgrim (2) R. E. Ashley (1) Redskin (2) R. Eugene Ashley (1) Richard J. Nunan (1) Rita B. (2) Roma II (2) Romal & Mary Jane (3) Rose & Lucy (3) Rosemarie (4) St. Anthony (1) St. Christopher (3) St. Joseph (1)	14,000
Agatha & Patricia (1)	335,000	Marie & Winifred (2)	98,000
Albatross (2)	9,000	Marie (7)	11.500
America (1)	20,000	Many A (4)	48,000
American Eagle (5)	29,000	Mary A. (4)	115,000
Annie II (2)	3,000	Mary F. Curtis (2)	215,000
Anthony & Josephine (5)	15,000	Mary & Joseph (1)	393,000
Ariel (2)	2,500	Mary & Josephine (2)	0.000
Austin W. (2)	102,000	Mary W. (2)	8,000
Babe Sears (2)	161,000	Mother Ann (2)	340,000
Baby Rose (2)	243,000	Nancy B. (1)	3,000
Barbara C. (5)	11,500	Nancy F. (3)	27,500
Benjamin C. (3)	665,000	Natale III (3)	52,000
Bornie & Ressie (6)	19,000	Noah A. (4)	8,500
R Ferelle Burke (2)	115,000	No More (3)	9,000
B. Estelle Durke (2)	9,000	North Star (2)	12,000
C-lifornia (1)	9,000	Novelty (5)	13,500
California (1)	5,000	Nyoda (3)	9,500
Calista D. Morrin (3)	34,000	Fam Ann (2)	288,000
Carlo & Vince (3)	422 000	Philip & Grace (3)	428,000
Catherine Amirault (2)	423,000	Phullis & Mary (6)	64,000
Chebeague (5)	17,000	Physis of Mary (0)	352,000
Cigar Joe (3)	44,000	Pilgrim (2)	99,000
Columbia (2)	440,000	R. E. Ashley (1)	135,000
Conquest (1)	165,000	Redskin (2)	125,000
Corinthian (2)	381,000	R. Eugene Ashley (1)	100,000
Curlew (2)	380,000	Richard J. Nunan (1)	7,000
Dartmouth (2)	219,000	Rita B. (2)	156,500
Dolphin (2)	280,000	Roma II (2)	1,500
Doris F. Amero (3)	152,500	Ronald & Mary Jane (3) Rose & Lucy (3) Rosemarie (4) St. Anthony (1) St. Christopher (3) St. Joseph (1) St. Nicholas (2) St. Peter (3) St. Peter II (3) St. Rosalie (1) St. Victoria (3) Sacred Heart (4) Salvatore & Grace (5) Santa Lucia (1) Santa Maria (1) Sea Hawk (1) Sebastiana C. (1) Serafina N. (5) Serafina II (6) Silver Bay (2) Skilligolee (3) Sunlight (1)	201,000
Ewa II (2)	4,000	Rose & Lucy (3)	25,000
Evelyn G. Sears (3)	30,000	Rosemarie (4)	41,000
Eslan (6)	15,000	St. Anthony (1)	27,000
Falcon (6)	400,000	St. Christopher (3)	308,500
relicia (2)	215,000	Sr Joseph (1)	37,000
Plorence & Lee (1)	52,000	St. Nicholas (2)	334,000
Frances K. (3)	21 600	Sr Parar (5)	27,500
Frankie & Rose (2)	101,000	Se Deter II (3)	388,500
Gaetano S. (2)	193,000	St. Peter II (3)	6,000
G. N. Soffron (2)	118,000	St. Rosalie (1)	201,000
Golden Eagle (3)	394,000	St. Victoria (3)	12 000
Gov. Al Smith (2)	146,500	Sacred Fleart (4)	50,000
Hilda Garston (2)	427,000	Salvatore & Grace (5)	38,000
Ida & Joseph (4)	43,000	Santa Lucia (1)	3,000
Immaculate Conception (1)	6,000	Santa Maria (1)	38,000
Irma Virginia (5)	13,000	Sea Hawk (1)	97,000
Jackie B. (6)	40,000	Sebastiana C. (1)	30,000
Jennie & Julia (4)	43,500	Serafina N. (5)	50,500
Jennie & Lucia (2)	121,000	Serafina II (6)	34,500
Joseph & Lucia (2)	310,000	Silver Bay (2)	335,000
Joseph of Lucia (L)	4,000	Skilligolee (3)	133,000
Julia Ann (3)	440,000	Sunlight (1)	115,000
Joseph & Lucia (2) Josie II (3) Julie Ann (3) Killarney (3) Kingfisher (1) Kurta (8)	537,000	Sylvester Whalen (1)	175,000
Windfley (3)	236 500	Theresa M. Boudreau (2)	391,000
Aingniner (1)	7 400	Theresa R (1)	140,000
Kurta (8)	100:000	Thomas D (1)	150,000
Leonard & Nancy (2)	180,000	Thos I Carroll (1)	102,000
Leretha (1)	40,000	Thomas Wholen (1)	170,000
Lorine III (1)	4,060	Trimorback (6)	21,000
Madame X (4)	12,000	Trimemoral (5)	21,000
Madonna (6)	38,500	We Three (4)	9,000
Kurta (8) Leonard & Nancy (2) Leretha (1) Lorine III (1) Madame X (4) Madonna (6) Margie & Roy (7)	8,800	Silver Bay (2) Skilligolee (3) Sunlight (1) Sylvester Whalen (1) Theress M. Boudreau (2) Theress R. (1) Thomas D. (1) Thomas D. (1) Thomas Whalen (1) Trimembral (5) We Three (4)	

#### NEW BEDFORD

	TAE M DI	DIONE	
Adventurer (2)	33,500	Etta K. (3)	14,300
Agda (1)	8,000	Eugene & Rose (2)	22,800
Alpar (1)	2,000	Fairweather (2)	8,500
Alva (1)	4,200	Fan & Mary (2)	12,100
Angenette (1)	3,400	Fannie Parnell (3)	9,600
Anna (3)	27,200	Fred Henry (4)	19,700
Anna C. Perry (2)	12,400	Gannett (2)	128,200
Annie Louise (1)	7,000	Gertrude D. (3)	31,400
Annie M. Jackson (		Gladys & Mary (3)	73,000
Arnold (3)	39,100	Gloucester (3)	45,000
Arthur L. (3)	30,200	Growler (3)	75,200
Baby Doll (1)	8,800	Harmony (2)	10,800
Barbara (4)	40,800	Helen Mac (1)	2,000
Barbara M. (4)	45,400	Hope (4)	24,900
Barracuda (2)	6,300	Huntington Sanford (1)	7,700
Bernice (2)	. 9,500	Invader (3)	53,000
Bozo (1)	1,400	Iva M. (1)	12,300
Brother Joe (1)	8,400	Ivanhoe (3)	46,200
Capt. Decbold (3)	41,000	Jacintha (3)	93,100
Carl Henry (2)	54,000	Janet Elise (2)	16,300
Catherine & Mary		Janet & Jean (3)	61,100
Catherine T. (2)	99,900	J. Henry Smith (2)	6,000
Charles E. Beckman		Joan & Tom (1)	8,400
Charlotte (1)	4,600	Joan & Ursula (3)	75,900
	44,700	Johnny Ryan (1)	14,000
Christina J. (2) Clara T. (1)	1,000	June Bride (3)	32,900
Clifton (2)	6,700	Junojaes (3)	206,000
Daumalere (1)	5,700	Kelbarsam (4)	31,700
Dauntless (1) Doris Gertrude (2)	25,000	Lainee K. (3)	18,800
Edith (1)	12,000	Liberty (1)	13,300
Elva & Estelle (2)	22,200	Liboria C. (3)	31,100

Lt. Thomas Minor (2)	7,000	Rose Jarvis (2)	11,800
Louise (1)	59,400	Rosemarie V. (4)	22,100
Madeline (2)	15,600	St. Anthony (2)	29,100
Malvina B. (4)	47,300	Sandra & Jean (3)	33,900
Maria Julia (2)	16,200	Sankaty Head (3)	15,200
Maria & Katherine (2)	18,600	Sea Fox (1)	7,500
Martha E. Murley (3)	53,200	Sea Ranger (2)	51,400
Mary Anne (2)	68,200	Sister Alice (3)	18,400
Mary J. Hayes (2)	121,700	S. M. Murtosa (2)	11,100
Mary & Joan (3)	167,600	Solveig J. (4)	106,600
Mary M. (2)	8,500	The Friars (3)	37,500
Mildred & Myra (1)	6,900	Theresa (2)	4,900
Minnie V. (2)	8,800	Theresa & Jean (1)	21,300
Molly & Jane (2)	25,600	Three Pals (1)	5,600
Noreen (3)	120,500	Two Brothers (3)	29,900
Palmers Island (2)	8,100	Two Brothers (R.I.) (3)	34,000
Papoose (2)	15,900	Victor Johnson (3)	47,800
Pauline H. (2)	107,000	Viking (3)	61,500
Penguin (3)	26,300	Viking (Chilmark) (1)	1,700
Petrel (2)	6,400	Wanderer (2)	9,800
Phyllis J. (3)	22,500	Whaler (2)	68,500
Prosperity (1)	1,800	Wild Duck (2)	132,400
Quest (1)	3,800	William Chesebrough (3)	12,500
Ramona (1)	14,200	Winifred M. (4)	21,800
Reneva (1)	8,100		
Teenera (1)	-,		

#### Scallop Landings (Gallons)

0.00	no g		
Abram H. (3) Adele K. (1)	2,350	Linus S. Eldridge (2) Louis A. Thebaud (2)	1,250 1,150
Alice Hathaway (1)	50	Lubenray (2)	550
Amelia (2)	1,550	Magellan (2)	250
Antonina (3)	1,725	Malene & Marie (3)	2,700
Antonio (1)	700	Marmax (1)	850
Bobby & Harvey (2)	1,650	Mary Canas (2)	465
Bright Star (3)	2,100	Mary D'Eon (2)	725
Camden (3)	1,550	Mary Tapper (2)	1,200
Carol & Estelle (3)	2,350	Moonlight (2)	1,700
Charles S. Ashley (3)	2,255	Muriel & Russell (1)	650
Dagny (1)	900	New Bedford (3)	1,950
Dorothy & Mary (1)	500	Newfoundland (2)	1,450
Elizabeth oM. (1)	1,050	Palestine (2)	1,400
Eunice-Lilian (2)	800	Pearl Harbor (2)	1,850
Fairhaven (2)	1,900	Pelican (2)	1,600
Flamingo (3)	2,350	Porpoise (3)	2,450
Fleet Wing (2)	1,455	Red Stare (2)	1,900
Four Sisters (1)	600	R. W. Geiffin, Jr. (1)	650
Francis J. Manta (2)	1,750	St. Ann (2)	1,250
Friendship (1)	800	Sonny & Joyce (2)	240
Gay Head (1)	400	Ursula M. Norton (2)	1,550
Idlewild II (2)	270	Venture I (3)	1,950
Irene & Mabel (1)	450	Virginia & Joan (2)	1,000
		Wm. D. Eldridge (1)	1,000
			1,800
Jerry & Jimmy (3) Kingfisher (2)	1,755	Wm. D. Eldridge (1) Wm. H. Killigrew (2)	

#### **NEW YORK**

Alpar (2)	45,000	Mary (1)	13,500
Beatrice & Ida (2)	77,000	Mary Ellen (2)	18,000
Catherine C. (2)	45,600	Mildred & Myra (1)	12,100
Edith L. Boudreau (2)	83,100	New Bay (2)	122,500
Emily Brown (3)	182,200	Norseman (2)	40,200
Felicia (3)	139,500	Olivia Brown (2)	66,500
Florence B. (2)	70,500	Paolina (3)	102,300
Gloria F. (2)	51,500	Portugal (2)	62,500
Gud Kay (2)	34,800	Puritan (3)	122,500
John G. Murley (2)	74,500	Quest (2)	18,500
Josephine & Mary (2)	45,500	Rainbow (2)	22,000
Joseph S. Mattos (1)	28,500	Richard Lance (3)	32,800
	104,000	Rosalie F. (2)	51,500
Katie D. (3)	126,500	S-31 (3)	60,500
Lady of Good Voyage (3)	94,500	Sunapee (3)	65,000
Leah F. (3)		Teresa & Jean (1)	49,000
Mabel Mae (2)	86,000		98,300
Major J. Casey (2)	46,100	Virginia (2)	70,300

#### Scallop Landings (Gallons)

tt. Rita (2) 925 hannon (1) 500 Victoria (2) 950 Whaling City (2) 1,300
SI

#### **BOSTON**

Acme (8)	11,700	Carmela Maria (L. Tr'ler) (5)	24,500
Adventure (2)	166,800	Catherine B. (Dragger) (3)	55,000
Agatha & Patricia (2)	47,300	Catherine B. (L. Tr'ler) (4)	23,900
Alphonso (5)	14,200	Carole June (3)	219,100
Annie & Josie (10)	20:700	Charlotte M. (3)	154,100
Arlington (3)	377,000	Clipper (3)	197,500
Atlantic (3)	226,500	Cormorant (1)	33,400
Ave Maria (6)	19,200	Crest (3)	318,500
Barbara C. Angell (2)	131,100	Delaware (3)	350,500
	315,200	Diana C. (3)	26,400
Bay (3)	275,600	Dorchester (2)	176,000
Billow (3)	164,700	Drift (3)	281,400
Bonnie (2)	325,300	Eddie & Lulu M. (6)	7,000
Breaker (3)	218,600	Elizabeth B. (2)	114,200
Breeze (3)	247,300	Esther M. (3)	273,200
Calm (3)	414,000	Estrela (3)	245,600
Cambridge (3)	21,000	Ethel (3)	5,300
Carmela Maria (Dragger) (6)		om of next trace)	2,300

ATLANTIC FISHERMAN - APRIL, 1949

Maine

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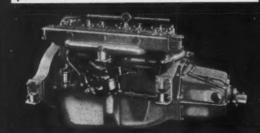
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John Wrathe

"After driving my own plane, motor cars, and boats, I feel that I am a good judge of engines," writes John Wrather, oil operator of Longview, Texas. "I want to say that Chris-Craft Marine Engines are tops. My airplane pilot and I recently drove a boat, with twin Chris-Craft engines, from Norfolk to Miami at 2700 revolutions and averaged better than 23 knots an hour. No strain whatsoever on motors, plenty of reserve power, and never once did they go off the

peg of 100 degrees. We used practically no oil. That's the kind of performance I like."

FISHERMEN! Buy the best for less—buy Chris-Craft Marine Engines. A complete line. Reduction drives... opposite rotation... also high speed engines for light fast hulls. Ask your Marine Dealer, Boat Yard or Boat Builder for prices and data. These world-famous engines

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MARINE ENGINE DIV., ALGONAC, MICH., U.S.A.

#### CONNECTICUT

#### Canned Live Lobsters Shown

Lobsters, put in a can alive and taken out in good condition several days later, were demonstrated at Stonington March 31 by Roy S. Haines of the Live-Pac Co. of Boston. The demonstration was witnessed by a number of veteran lobstermen, including Dorwood Maine of Noank, who said that he believed the new process would revolutionize the lobster business. The crustaceans can be kept alive in sealed cans up to ten or more days under the new method.

#### Capt. Rebello Nets Torpedo

The champion torpedo snarer of the Stonington dragger fleet, Capt. Alfred Rebello, brought in another of the projectiles early in March, to make a total of well over a dozen. The torpedo was picked up in nets of the New England while she was dragging several miles southeast of Watch Hill, and was one of the largest size, estimated to be about 22' long.

#### Lobster Boat "Verna II" Launched

Al Szymanski of Pawcatuck has a new 32' lobster boat, named the Verna II, which he built himself. The craft was launched at the Thomas Boat Yard, Stonington, March 15.

#### Charles E. Wheeler

Charles E. "Shang" Wheeler, who had been engaged in the oyster business for nearly 50 years, died March 19 in Bridgeport at the age of 79. From 1912 until his retirement in 1947, Mr. Wheeler was general manager of the Connecticut Oyster Farms, Milford, a subsidiary of the Bluepoints Co., Inc., West Sayville, L. I., N. Y. He had served as a member of the State Fish and Game Commission and as chairman of the State Shell-fish Commission.

#### (Continued from page 35)

Famiglia (4)	40,200	Neptune (3)	312,400
Fanny F. Hickey (4)	12,100	Nova Antonio (2)	23,900
Flow (2)	315,000	Ocean (3)	300,800
Flying Cloud (3)	481,300	Ohio (3)	248,600
4-A-608 (2)	4,000	Olympia (2)	34,800
4-C-688 (3)	15,000	Olympia La Rosa (3)	49,000
4-C-887 (3)	8,400	Phantom (2)	208,900
4-E-885 (3)	9,600	Plymouth (3)	275,600
4-G-370 (1)	4,400	Princess (6)	21,200
4-G-673 (2)	10,200	Quincy (2)	153,800
4-H-823 (3)	13,300	Racer (3)	344,200
Francesca (5)	35,100	Red Jacket (3)	513,800
Geraldine & Phyllis (3)	170,700	Richard J. Nunan (1)	40,400
Hazel B. (3)	204,100	Robert & Edwin (7)	6,000
Holy Family (1)	25,300	Roma (3)	1,500
Hornet (4)	12,200	Rose Mary (3)	15,200
Ida & Joseph (2)	50,700	Rosie (4)	23,000
Immaculate Conception (1)	21,200	Rosie & Gracie (3)	65,700
J. B. Junior (7)	343,000	Rush (3)	281,800
J. B. Junior II (2)	8,000	St. Anna (3)	19,200
Josephine Ess (3)	418,000	St. Francis (4)	17,000
Josephine F. (2)	15,200	St. Joseph (Dragger) (4)	94,800
Josephine P. II (3)	62,000	St. Joseph (L. Tr'ler) (1)	4,500
Josie M. (5)	27,400	St. Michael (3)	11,500
Kingfisher (1)	207,000	St. Michael Angelo (4)	14,800
Lark (1)	75,400	St. Theresa (3)	11,100
Liberty Belle (1)	8,600	San Antonio (1)	6,800
	30,500	San Calogero (6)	32,000
Little Nancy (3)	32,900		2,700
Lorine III (2)		Santa Rita (1)	28,400
Louise (1)	79,300	Savoia (4)	
Lucky Star (2)	112,000	Six Brothers II (5)	20,400
Lynn (3)	288,400	Squall (2)	192,700
Maine (3)	297,000	Storm (3)	349,200
Margee & Pat II (3)	357,700	Surf (4)	560,000
Maria Del Soccorsa (2)	2,300	Surge (3)	361,400
Maria Guiseppe (5)	18,900	Swell (3)	393,100
Maria Immaculata (1)	20,000	Tern (1)	82,200
Marietta & Mary (2)	36,400	Texas (3)	295,300
Maris Stella (2)	100,800	Thomas Whalen (3)	271,400
Marjorie Parker (1)	8,600	Tide (3)	294,500
Marsala (1)	7,100	Triton (3)	228,700
Mary & Jennie (7)	17,200	Venture II (3)	167,000
M. C. Ballard (2)	167,500		4,700
Michael G. (4)	24,100	Wave (2)	130,000
Michigan (3)	403,300	Weymouth (3)	283,200
Nancy B. (2)	22,500		306,700
Nancy F. (2)	44,900	Winchester (2)	238,600
Natale III (1)	37,600	Winthrop (3)	303,000
	,		

Scallop Landings (Gallons)

Liberty Belle (1)

## **Equipment for Mooring**

(Continued from page 17)

popularity in connection with fish docks.

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Before constructing finger piers it is well to look into some of the details such as minimum slip clearances, considerations such as current, tide range, and so on. Should the reader be seriously interested in this matter, he can find two reference works on the subject that I know of, one being "Marinas-Recommendations for Design Construction and Maintenance" Recommendations for Design Construction and Maintenance" published by The National Association of Engine and Boat Manufacturers, Inc., 420 Lexington Ave., New York, this is in two volumes including the original 1939 edition and the 1947 supplement. The other work is my own book "This Business of Boating", now being published by Cornell Maritime Press, Cambridge, Maryland.

Moorings

Much can be said about moorings and many different theories have been advanced on proper weight of mooring, scope and size of chain and the advisability of using two, three or four moorings chained together. It is pretty difficult to lay down hard and fast rules on moorings unless one is thoroughly acquainted with the particular locations, peculiarities of current and tidal as well as wind and sea conditions, nature of bottom, and so on. Also, one must consider the amount of room available in which to swing, how near the mooring spot is to a channel, if there is danger of the boats in the mooring area striking each other under certain conditions such as a calm

The type of mooring to be chosen depends largely upon the materials as well as the cash available. As a rule, I think that the mushroom anchor is by far the best mooring for general purposes. Although, on rocky or extremely hard bottom it may be found best to use a type of mooring such as a granite block that depends upon its weight alone for holding power. On the softer bottoms, the mushroom anchor will hold far more boat per pound under the same given conditions, than will other types of permanent mooring. Incidentally, I have found that a mushroom anchor with a bent shank will hold better than will one with a straight shank.

#### Mooring Gear

One should be extremely cautious in the use of swivels. If the bottom is sandy, it is well to use no swivels at all as the sand held in suspension in the water will cause the riveted pin of the swivel to wear excessively in a short time. If swivels are employed, they should be used on the upper end of the chain and it is advisable to inspect them very frequently.

The pins of shackles should always be wired with iron or

mild steel wire and never with bronze, copper or brass wire. There is some risk involved if the mooring pennant is shackled directly to the chain without a buoy also shackled to the chain. Quite often one will find this to be the case where the only buoy is the little buoy on the eye splice at the bitter end of the mooring pennant. The danger is that should the boat be away from the mooring, the buoy can chafe itself adrift or a power boat may strike it with the result that the mooring is lost. I believe in always having an adequate buoy shackled directly to

the chain to prevent this possibility.

If a spar mooring buoy is used, then it should be through bolted or rodded between the hole in the top of the spar and the end of the spar with the rod or bolt at right angles to the hole. I have seen a lobster boat tear the chunk of wood above the hole in a heavy spar clean out of the buoy and go ashore.

Moorings should be picked up for inspection at least once in two years and buoys should be picked up, cleaned and painted every six months. There should always be a spare buoy for every mooring, available and ready for service.

If a stainless steel wire pennant is used, one should be sure that there is no possibility of it jumping out of the bow chock. Should it do this the pennant may badly damage the rail of the boat. It is well worth the small expense to purchase treated rope or to dip it oneself in preservative, both to preserve the rope when used as a mooring pennant and also to discourage the growth of barnacles which can be injurious to the hands.

In closing this article, I advise remembering that moorings and mooring gear can always be too light-never too heavy.

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- Outlasts, Outwers, Outperforms all Gear Pumps because its soft rubber rotor, like a good rubber tire, with-stands unlimited erosive action of sand and salty liquids.
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- \*Greater Speed Range From 100 to 3600 rpm. \*Capacity up to 20 Gallons per
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  "Dura-Flex is Built in Sizes ¾",
  ¾" and ¾"
  "Corrosion Proof—All bronze
  and stainless steel
  "Erosion Proof—Withstands action of grit-laden fluids



# Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

#### New 10th Anniversary Danforth Anchors

Richard S. Danforth, well-known yachtsman who has sailed a boat since his boyhood in Maine, likes occasionally to sail single-handed. The problem of handling his 40-ft. Alden Sloop Gitana and wrestling a heavy anchor in emergencies germinated the idea of a light anchor with great holding power. Danforth, who is also an engineer, worked with the idea of creating a design which would utilize the resistance of the holding ground and developed the Danforth Anchor.

The new 10th Anniversary Model of the Danforth "Standard" Anchor, is an adaptation of the original design idea. It has been made



Richard S. Danforth

of stronger and tougher materials. Flukes are fabricated from alloy plate instead of cast steel. Shanks are drop forgings and stocks are one piece seamless steel. The result is better appearance, a further reduction in weight and increased holding power. The new Standard model is said to catch immediately, even in soft, soupy mud. It breaks out easier and comes up cleaner.

The 1949 Standard model is available for immediate delivery to dealers in sizes from 15 to 85 lbs. Other models come in sizes from 2½ to 20,000 lbs. for every anchoring task.



The new 1949 Danforth "Standard" light-weight anchor.

## Universal Offers New Gasoline Engine

Universal Motor Co., 436 Universal Drive, Oshkosh, Wis., has developed a new series of four-cylinder, 100% gasoline marine motors for fast open boat service. Replacing the former 40 hp. Flexifour, the new compact and relatively light-weight power plant, to be known as the Blue Jacket Flexifour, is a slightly higher speed 3 x 3½ motor developing 45 hp. at 3800 rpm. with 99 cu. in. piston displacement. The greater horsepower of these new models is the result of improved manifolding, larger high-speed marine type carburetor and a higher compression ratio.

Constructed of corrosion resisting chrome-nickel alloy iron, the cylinder block has extra large full length water jackets completely surrounding each cylinder. The crankshaft is fully counterweighted, is dynamically and statically balanced, and has three oversize bearings. A submerged gear-type pump provides full pressure lubrication. Both the water pump and 6-volt generator are gear driven. The flywheel is completely enclosed for safety and a convenient sump pump is built into the crankcase to simplify oil changes. Reversing gears are built in as

an integral part of the motor and electrical equipment is all of the approved marine type, treated against corrosion. Fed

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The Blue Jacket Flexifour is available as electric starting or magneto ignition models and with direct drive or with Universal built-in reduction gears.

#### Hawkins Made Nordberg Service Engineer

William G. Hawkins has been appointed a service engineer of the Gasoline Marine Engine Dept. of Nordberg Manufacturing Co., Milwaukee, Wis. He came to Nordberg in 1948 as a test engineer for the same department.

Hawkins was born in Winthrop, Mass. and attended school in Rhode Island. In 1931 he joined Dr. William Beebe, Marine Director of the New York Zoological Society, in a year's expedition to Bermuda. Hawkins was in charge of marine equipment for this expedition. He

then went to Trinidad as a foreman of outside construction for Consolidated Telephones, Ltd. and upon return to the States in 1934 attended Stanton Military Academy in Virginia, where he was also a laboratory instructor in internal combustion engines.

From 1936-38 he operated sports fishing boats in New Jersey and Florida and then joined Wright Aeronautical Corp. in a research and experimental department power plant development in New Jersey.

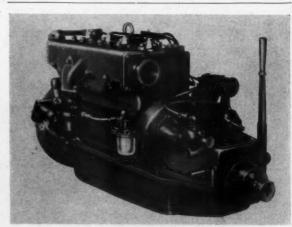
Before joining Nordberg he also was affiliated with the Fairchild Corp., Buick Aviation, Dodge Chicago plant and Huffman-Wolfe Co., mechanical contractors and design engineers of Atlanta, Ga., doing testing and designing work.

#### Socony-Vacuum Improves Marine Oil

A new, improved Mobiloil Marine has been made available by Socony-Vacuum Oil Co., Inc. It represents three years' research work and tests under all sorts of conditions that might be encountered with a marine power plant.

The Company claims that new Mobiloil Marine begins to flow as soon as the engine is started and maintains a separating film between parts even at continuous high temperatures characteristic of high-speed operation. Tests have shown that

(Continued on page 40)



New Universal 45 hp. Blue Jacket Flexifour gasoline engine.





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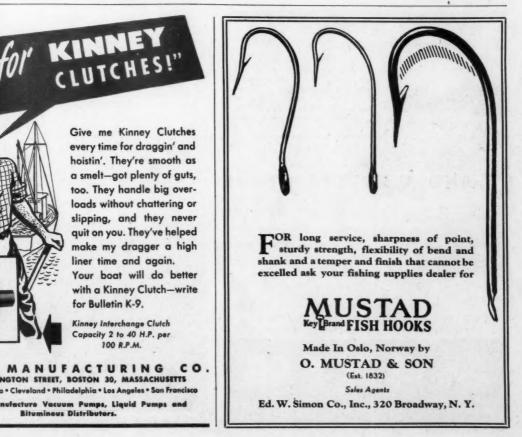
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## A BETTER ANCHOR...



The new Maxim lightweight CQR non-fouling plow anchor sets faster and holds better in bottoms ranging from soft mud to hard packed sand, and will not foul on the anchor cable. Consistently reliable, the unique plow design has been widely used in British and American waters for years and thoroughly sea proven under toughest conditions, even in the '38 hurricane, For better description SEND FOR OUR NEW BULLETIN.

## ..AND A BETTER STOVE



If you're tired of replacing stoves, here's one that will stay with you. The Maxim Monel Stove, built to last a lifetime: wgt. 110 lbs.; length 21 in.; depth 15 in.; height 18½ in.; less space than many 2-burner alcohol or kerosene stoves; big oven; air-tight construction saves 50% fuel over average cast iron stove; thoroughly insulated; heats quickly; 6 to 8 hrs. on one filling of briquets. SEND FOR BULLETIN NOW.

THE MAXIM SILENCER COMPANY
65 HOMESTEAD AVE., HARTFORD, CONN.

SILENCERS AND MARINE EQUIPMENT

#### (Continued from page 28)

this oil resists excessive thickening at low temperatures and excessive thinning at high temperatures.

It also displays good anti-acid properties, according to Socony. It does not easily deteriorate or oxidize to form acidic materials and, because of the type of crude oil that is used, together with solvent refining and use of special additives, it offers strong protection against corrosion by fuel combustion acids and rusting.

It also has been shown that the new oil helps to keep engines clean. The manufacturer states that its strong resistance to deterioration is supplemented by a powerful detergent action.

#### Meltzer, Ederer Asst. Sales Manager



A veteran of some 20 years in the commercial fish netting field, Otto S. Meltzer has been named assistant sales manager of R. J. Ederer Comany's Commercial Fish Net Division. Formerly with Paul's Fish Net Co. as general manager, Meltzer brings wide industry experience and knowledge to his new position. In addition to his new duties, he will continue to supervise the production planning of all commercial fish netting. Established in 1881, the Ederer Co. has its main plant and office at 540 Orleans St., Chicago, Ill.

#### Twin Disc Hydraulic Trolling Drive

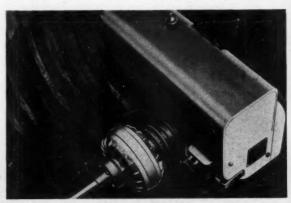
The Twin Disc Clutch Co., Racine, Wis., has designed a new fluid drive, designated the Twin Disc HCM Marine Trolling Drive, for use with low horsepower inboard engines on small, shallow draft trollers. It is available in five different sizes, suited for application to internal combustion engines in the 2 to 20 hp. range.

This new drive incorporates the Twin Disc small hydraulic coupling, and is designed for direct connection to the engine and propeller shaft. It eliminates the need for cut-off clutches or reduction gears and allows the operator any desired boat speed simply by varying the engine throttle setting. The advantages of reduction gearing are obtained through the slip in the coupling at different engine speeds with as much as 50% slip at slow speeds.

With the slip in the coupling, the engine speed remains high enough to obtain a smooth engine with good combustion, engine lubrication, and cooling and still produces the desired wheel speeds. Thus the use of the coupling, it is claimed, tends to eliminate stuck rings, fouled spark plugs and a generally sluggish engine. All cyclics in the engine and all wheel pulsations are absorbed by the coupling.

In addition to the HCM drive, it is possible to drive the

In addition to the HCM drive, it is possible to drive the propeller shaft with V-belts at any reasonable reduction ratio by incorporating Twin Disc's recently announced Hydro-Sheave



Twin Disc HCM hydraulic trolling drive on a 10 hp. engine.

Drive which features all the advantages of the HCM. The use of a Hydro-Sheave allows the engine to face toward the stern, handy for starting, and makes possible less propeller shaft pitch as the shaft runs beneath the engine.

#### Surrette Portable DC Shore Converter

Portable units for converting 115 or 230-volt AC shore power to 6, 12, 24, 32, 64, or 110-volt DC power for ship service when laying alongside are being produced by Surrette Storage Battery Co., Inc., Salem, Mass. These converters permit the use of all electrical equipment without restraint and eliminate the need

for running the auxiliary gen-

erator.

There are no moving parts, bulbs, or liquids, the unit is completely protected and can be permanently mounted if desired. An on-off toggle switch control makes operation simple and a pilot light indicates when the equipment is energized or batteries are being charged. There is an automatic reduction of the charging rate as batteries become fully charged and the voltage increases.



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Surrette converter

#### Regional Sales Managers Named by RCA

George P. Aldridge, general sales manager of Radiomarine Corp. of America, a subsidiary of RCA, designer and producer of shipboard radar, loran and communication equipment, has announced the appointment of George F. Meacham as North Atlantic regional sales manager. Formerly Boston district manager for eight years, Meacham will cover the coastal states from Maine to South Carolina. Charles A. Lindh succeeds him at Boston.

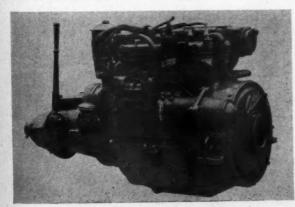
Alex Vadas, Miami district manager for many years, will fill the new post of South Atlantic regional sales manager with offices in Miami. His territory will include South Carolina, Georgia and Florida. Carl Roehm replaces him at Miami.

Other Radiomarine personnel shifts include the appointment of Gordon C. Hopkins as Washington, D. C., office manager; and the promotion of George Ahrens, formerly Galveston district manager, to assistant regional sales manager of the Gulf

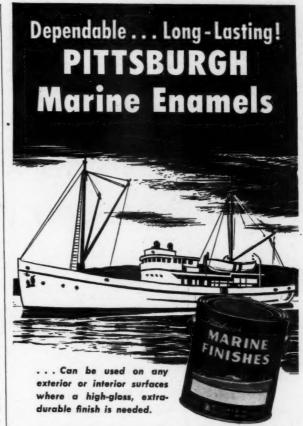
## Atlas Skipper Gasoline Marine Engine

The Atlas Skipper marine engine, which just a short time ago heralded the entrance of its manufacturer, Atlas Imperial Diesel Engine Co., Oakland, Calif., into the gasoline field, is a fourcylinder, 31/4 x 4, en bloc engine with "L" head.

The Skipper is rated 23-55 hp. at 1200-3200 rpm, and is available with direct drive, 2:1 or 3:1 reduction. Features of the engine include: replaceable precision type inserts for main and connecting rod bearings, pressure lubrication, 6-volt electrical system, hotwater jacketed fuel intake riser for complete atomization of gasoline, and double drive shaft type water pump with Monel shafts and bronze gears and housing.



The 55 hp. Atlas Skipper gasoline marine engine.



ONTINUED preference for Pittsburgh Marine Continues by many of America's builders and operators of fishing craft must be considered an unusual tribute to the high quality of these coatings.

These users have found that Pittsburgh Marine Enamels are quick-drying, highly durable and give greater protection to exterior metal surfaces such as funnels, ventilators, machinery and equipment where a high-gloss, long-lived finish is required. These finishes set quickly, dry hard overnight and give remarkable resistance to chalking, marring and abrasion.

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deslimed before filleting; filleted, skinned and packaged under improved sanitary conditions; fillets are cooled at once to between 30° and 32°F, and kept within this temperature rangethen the normal storage life of fresh fillets may readily be doubled or even tripled. The effect of this on the economy of the industry can hardly be estimated.

#### Herring Research

Research in the herring fishery has been conducted by The Atlantic Herring Investigation Committee, an agency which has been operating since 1945 under the joint sponsorship of Canada, Newfoundland, Quebec, Nova Scotia, New Brunswick and Prince Edward Island. Its principal aim has been to improve utilization of the herring stocks especially through the development of means of catching herring more cheaply and over a longer season. One of the uses in mind originally was reduction to produce fish meal and oil which were in high demand and would provide additional markets for Atlantic Coast herring.

To fulfill this principal purpose it has been necessary to study the herring stocks and to explore various catching methods not in use on the Atlantic Coast. This work has been carried out in the Gulf of St. Lawrence region in which all of the six governments are interested. It was not until 1947 that the 84' seiner-dragger Harengus, so necessary to the exploratory fishing which was the principal part of the Committee's work, was

available for use.

#### Results to Date

Canada's knowledge of the hydrographic conditions in the region has been greatly increased by the investigations.

Sampling of the herring stocks has shown the existence of six divisions of the herring stock in the region differing in meristic characters, growth, position and movements. Apart from the west and south coast of Newfoundland, which have large Winter fisheries, these stocks are now exploited almost exclusively in a relatively short Spring season. Age composition of the herring stocks indicates that the present fishery is having no serious effect on supplies and that the catch could be increased greatly without danger of over-fishing.

Extensive sonic sounder records and exploratory purse seining have shown that concentrations suitable for this method of fishing do not occur in the Summer months. They do occur in Newfoundland waters in the Winter but weather conditions are

suitable for a very short period.

Preliminary trials have been conducted with bottom trawls including the Dutch herring trawl. Lack of success in this direction is not yet conclusive. Some progress has been made in the development of a mid-water trawl net, the need for which is indicated by many of the sonic sounder records.

#### Floating Trawl

Reports have come from Denmark that an exceptionally efficient mid-water or "floating" trawl for herring fishing has been developed by Robert Larsen, a former fisherman who turned net manufacturer in 1938. It is now 13 years since he commenced experimenting with the floating trawl, which can be pulled or drawn through the water at a higher level, that is, free of the sea bottom. His first trial constituted a big bag stretched out between heavy wooden poles. This he dragged behind his boat, but the net burst almost immediately and he gave up the attempt for a while.

Later he made a net that could be pulled between two boats, thus eliminating the use of wooden poles for stretching it. However, the net could not stand the pull of the boats and either burst or fell to pieces. Following many other trials and disappointments, Larsen made a new net last Spring and on the first trip the results were most promising. On the second trip, however, the net burst.

In spite of all his failures, the inventor persisted and during the Summer changed or altered the construction of the net six times. Eventually, in November, he obtained a satisfactory result. The net was strong and yielded surprisingly good catches.

## Rhode Island Fishery Legislation Would Ban Bass Trapping

Among several bills introduced by Sen. Raymond McCabe of Providence during March was one which would require that trap fishermen liberate from their traps all but one striped bass for each member of the crew. The measures also would require that trap fishermen set the inshore end of their traps more than 300' from the mean low-water mark of any shore in the State, and not within 300' from any point on a jetty or rock promontory; and would set a closed season on sea bass from Dec. 1 to Mar. 1.

According to officials of the Tallman & Mack Co., Newport, one of the largest trap fishing firms in the area, the restrictions on trapping striped bass would cost Newport County trap fishermen thousands of dollars annually. They described some provisions of the McCabe bills as virtually impossible of fulfillment, particularly the requirement regarding liberating of bass. It was pointed out that it would be extremely difficult to sort bass from the other varieties, and that large numbers ordinarily are injured in the catching process and would die even if

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The requirement that traps be set far enough offshore so that "leaders" extending from the trap to the shore are more than 300' from mean low water would cause the fishermen to lose heavily not only in bass, but in small mackerel, squid and codfish, officials of the firm asserted. They said that a further effect of the 300' offshore requirement would be to force fishermen to relocate traps. The traps are made according to the depth of water into which they are to be placed, and would have to be remade at considerable cost.

A bill introduced March 18 in the Rhode Island Legislature would permit the State to join with one or all of the Atlantic States for joint regulation of fisheries in which any group of States might have a common interest. This bill also was offered by Senator McCabe, who is a member of the Atlantic States Marine Fisheries Commission, a quasi-public agency which is backing the move for joint regulation. Similar bills are to be introduced in the other Atlantic Coast States.

Besides Rhode Island, the compact is expected to include Maine, New Hampshire, Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, South Carolina, Georgia and Florida. Under the plan, any two or more of the States could designate the Commission as joint regulatory agency, granting to it such powers as are needed.

Legislation introduced March 23 by Rep. Nelson F. Duphiney of Pawtucket would make it possible for persons who lease or own oyster or other shellfish grounds to dredge quahogs on the beds. It also would enable the lessees to take more than the 30bushel daily maximum now applying to quahog catches. The measure was introduced at the request of F. Nelson Blount, president and treasurer of the Blount Seafood Corp., Warren.

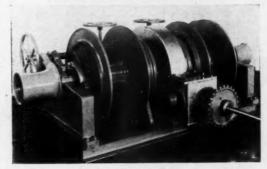
Rhode Island laws regulating the taking of small quahogs would be eased slightly under a bill sponsored by Rep. James H. Kiernan of Providence, and which would allow a fisherman to take up to 5% of his quahog catch in sizes smaller than the legal diameter minimum of  $1\frac{1}{2}$ . The measure was introduced at the request of Administrator Edward C. Hayes, Jr. of the State Division of Fish and Game, who said that it would facilitate enforcement of the minimum size law by his Division. He explained that the 5% allowance would take care of fishermen who took smaller quahogs "through haste."

Rep. Edward L. Snow of Tiverton has introduced legislation proposing that the scallop season extend from Sept. 15 to Dec. 31, rather than from Oct. 1 to Jan. 15. His measure also would ban the use of spreaders in scallop fishing. Backed by the State Administrator of Fish and Game, the bill was referred to the Fisheries Committee.

#### Dragger "Yankee Two" Sinks

The 52' Point Judith fishing dragger Yankee Two, owned by James J. Mello of Narragansett Pier, foundered 7 miles east of Brenton's Reef lightship March 15. The owner and two crew members abandoned the heavily-loaded vessel in a dory, after she had begun shipping water from rough seas. They were picked up by the pilot boat Rhode Island, and were taken to Newport. The Yankee Two was valued at \$21,000.

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## New Jersey Mackerel Run Begins Early

Large schools of mackerel were running off the New Jersey coast early in March, at least a month and a half ahead of the regular season. These fish remained in New Jersey waters throughout the entire Winter, as a result of unusually warm weather. However, the mild weather has been blamed for the light catch of inshore cod, since it is believed that these fish moved to colder waters farther offshore.

The 13-boat mackerel fleet of the O. K. Fishermen's Association, Ottens Harbor, Wildwood, began operations off Cape Henry, Va. early in March, and was to join the other fleets for the mackerel run off Wildwood-Cape May during the first part

of April.

New officers elected by this group for 1949 include G. A. Peterson of Wildwood, president, succeeding Onni Lundholm; Fred Carlson of Wildwood, vice-president, replacing Torval Thompson; and Carl G. Ekstrom of Wildwood, who was reelected secretary-treasurer.

Shad appeared in the Delaware Bay and off the Jersey shore the first week in March, and several pound-netters started operations. Early catches by the pound-netters consisted of small

quantities of mackerel and herring, as well as shad.

#### Hickman Named Shell Fisheries Director

August Hickman of Port Republic was appointed March 24 by Gov. Alfred E. Driscoll to serve as director of the Division of Shell Fisheries in the New Jersey Department of Conservation and Economic Development, Hickman is a former member of the old State Shell Fisheries Board and divisional chief of the Atlantic Coast Shell Fisheries Board.

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The Governor has named the following to the State Shell Fisheries Council: George Berry, J. McFerren Fowler, and Roy Yates, all of Port Norris; and E. Finley Mixner of Goshen.

Appointed as commercial fisherman members of the State Fish and Game Council were Capt. David H. Hart of Cape May, and Charles M. Cubbage of Port Monmouth.

#### "Caro-Jan", "Tina B." Land Big Fares

The 65' dragger Caro-Jan, skippered by Frank Anderson of Atlantic City, landed a late-March fare of 40,000 lbs. of bass, porgies and fluke at Atlantic City. The catch was valued at approximately \$4,000, and the Caro-Jan's crew of four averaged in the vicinity of \$450 for their four days' work, with the remainder going to the boat and skipper.

Docking at Cape May harbor recently was the Gloucester, Mass. dragger Tina B., Capt. Simplicio Bichao, with a fare of 60,000 lbs. porgies, 40,000 lbs. bass and 20,000 lbs. fluke.

#### Fisheries Banquet Held at Wildwood

Special recognition was given to the commercial fisheries of the Wildwood area at a recent banquet which ushered in the Spring fishing season. Sponsored by the Greater Wildwood Chamber of Commerce, the affair was keynoted by addresses given by Capt. David H. Hart and Carl G. Ekstrom. Hart is a veteran Cape May skipper, who represents the industry on legislation at Trenton, while Ekstrom is secretary-treasurer of the O. K. Fishermen's Association of Ottens Harbor.

Capt. Hart made a plea for Government cooperation in his speech, while Ekstrom told of the activity at Ottens Harbor, where he said there are six commercial docks in operation and 55 boats which are active throughout the Winter.

Figures disclosed at the meeting revealed that over thirty million pounds of fish were unloaded at the Wildwood docks last year, and that there are 448 commercial boats in operation in the Wildwood area.

#### "Salvatore" Burns Off Cape May

Capt. Joseph S. Orlando of Gloucester and his crew of six men on the 81' dragger Salvatore were saved April 1 by the Cape May, N. J. fishing dragger North Sea, after their craft caught fire in her engine room while southeast of Cape May, N. J., burned to the water's edge and sank. The vessel was on a fishing trip out of Phoebus, Va. when the accident occurred. Crew members from the ill-fated dragger later were transferred to a Coast Guard patrol boat and landed at Cape May.



## Virginia Pound Fishing Yields Good Catches

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, 1949

Pound fishing in Tangier and Pocomoke Sounds improved during the last two weeks in March. Capt. Smith Parks, fishing in the Pocomoke Sound the end of the month, bailed 40 shad, 600 herring, and 5,000 menhaden out of two traps. On the same day, Capt. Will Parks, fishing one trap in Tangier Sound off Cod Harbor at the southern end of Tangier Island, took 15 shad, 500 herring, and some 2,500 menhaden. These catches were the best of the season in the area.

Although crab potters have been catching only a few hard crabs in Tangier waters, they have been doing very well in the creeks along the eastern shore of Virginia. Twenty Tangier crabbers are fishing their pots in this area. One of them, Capt. John L. Wheatley, sold his catch for a total of \$425 the week of March 21, having received \$15 a barrel.

#### Rappahannock Crab Population Surveyed

The Crab Technician Committee of the Chesapeake Bay area made a survey of the crab population in the Rappahannock River from February 28 to March 4. The crabs were found to be moving about actively, and from all reports had spent little time during the Winter in a dormant condition. Three hundred and fifty crabs were tagged and released in the River, and the returns are expected to provide valuable information on behavior of the crustaceans in this area.

#### Menhaden Assn. Has Annual Meeting

The Virginia Fishermen's Association, which consists of members of the menhaden oil and meal industry in Reedville, held its 42nd annual meeting in Reedville March 29. R. L. Haynie, Sr., whose father is credited with pioneering the menhaden fish oil industry, was elected president for the ensuing year. Other officers named were Kenneth L. McNeil, vice-president; and V. A. Mercer, secretary-treasurer. Ammon G. Dunton was renamed attorney for the group.

#### "Belle Isle" Makes Big Sturgeon Catch

The fishing vessel Belle Isle, which is skippered by Capt. Adrian Rowe of Wicomico, caught 11 sturgeon weighing a total of 3,000 lbs. on a recent seven-day trip off Cape Hatteras.

#### Hampton Roads Area Landings

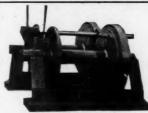
Fish production during the month of March in the Hampton Roads area totalled 3,149,000 lbs., and showed a gain of more than 800,000 lbs. as compared to the previous month, but a decline of over 1½ million lbs. from landings in March of last year. The first pound net catches of 1949 were made during the month, totalling 111,000 lbs., while dragger landings accounted for 2,996,000 lbs. of the total, and seiners brought in 42,000 lbs. of mackerel. Croaker was the top variety, with landings of 813,000 lbs., while scup was in second place, with 619,000 lbs., followed by sea bass, with 397,000 lbs.

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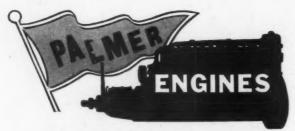
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ATLANTIC FISHERMAN - APRIL, 1949



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## New Brunswick Report

By C. A. Dixon

Discuss Support Price Aid

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Recommendations asking Government support of fisheries prices, to be forwarded to the Canadian Fisheries Prices Support Board, were discussed at a meeting held recently at Moncton, N. B. with H. W. Welch of Leonardville, Deer Island, president of the New Brunswick Fish Canners and Assemblers Association, in charge. Several speakers stressed the fact that action must be taken while the market is depressed, and said that unless the Federal Government provided aid the entire economy of the north shore of New Brunswick would suffer and many of the smaller fish plants in the three Maritime provinces would not open for business this year.

In addition to the directors of the Association, others attending the meeting were Hon. Andre Doucet, Minister of Industry and Reconstruction in the New Brunswick Government; Deputy Minister W. A. Moore; H. J. Robichaud, Director of Fisheries; and similar officials from Prince Edward Island. The New Brunswick Department of Industry and Reconstruction made a formal acceptance at the conference of the directors of the New Brunswick Fish Canners and Assemblers Association as its advisory committee.

Sardine Herring Fishing Spotty

Hopes that had been entertained regarding a strike of sardine herring in the month of March this year similar to that of March, 1948, when many thousands of hogsheads of fish were caught by Charlotte County purse seiners, were not realized. As the month came to a close, there was no sign of any pick-up in the hitand-miss fishing that has prevailed ever since the beginning of the year. Consequently, the Canadian sardine factories, some of which have been kept open since the Christmas holidays ended, have been operated on broken time and very few fish have been canned.

Nevertheless, the hundreds of sardine herring fishermen in Southern New Brunswick commenced weir repairing and rebuilding operations early in April, following a Winter during which damage was comparatively light. Several new weirs are being built, and a number have changed hands recently, including the one owned by Elmer Shirley of St. Andrews, which has been purchased by Ralph Conley. Part of the weir known as the "Sacker", owned by Rupert Richardson of Deer Island, has been purchased by Chelius Richardson.

Preparations for Spring lobstering have been made by fishermen in Southern New Brunswick, and it is believed that production will be favorable as a result of the mild Winter and early Spring. Grand Manan is the principal lobster producing center, with the north shore of Charlotte County and St. John County in second place. Several new lobster boats will be added

to the fleet this year.

To Undertake Fish Advertising Campaign

A campaign to increase domestic sales of fish through advertising and other means was decided upon at the fourth annual convention of the Fisheries Council of Canada, held at Ottawa the latter part of March. Deep concern was expressed during the sessions over the decline in the marketing of fish in foreign countries. Stocks of fish, particularly canned fish put up along the Canadian Atlantic Coast and canned salmon in British Columbia, have been piling up due chiefly to the stagnation of trade through the foreign exchange situation, it was pointed out.

F. Homer Zwicker was elected president of the Council, and Clive Planta of Ottawa was re-elected manager, an office he has

held since the formation of the organization.

Directors elected include Dr. A. M. A. McLean, managingdirector of Connors Bros., Ltd., sardine and general fish packers of Black's Harbor, N. B.; A. St. Pierre of Chatham, N. B.; J. B. Myrick, Tidnish, Charlottetown, Prince Edward Island; J. H. MacKichan and T. R. Clouston, Halifax, N. S.; R. G. Smith, Lunenburg, N. S.; and J. B. Nickerson, North Sydney,

## Vineyard Bailings

By J. C. Allen

We had expected to announce in this report that Spring had landed upon us all spraddled out. After having hailed mackerel, and netted every blasted week for the Winter, and the alewives running in the middle of February, we figure that we had a right to cherish such a notion. But New England weather, bless its cockeyed nature, changed the entire picture—almanacs, calendars and the works—and March brought a lousy set of days and weeks, the worst since a year ago or thereabouts.

The overall picture didn't vary too much from what has gone on previous to March. That is, the deep-legged craft stood offshore to the edge of the Continental Shelf, and there they scooped up some fish that in the ordinary process of nature would have run inshore along about July—flukes, butters, scup,"

and the like.

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The smaller craft, which are obliged to hang to bearings nearer home, did not accomplish much. Between what few fish they got and some shellfish, we suppose that they made expenses or thereabouts; but now that Spring has officially arrived, even if the weather didn't measure up to requirements and tradition, it may be said that these vessels had a poor Winter.

#### Capt. Tilton Aids the "Clara"

It has not all been due to poor fishing, though, and this should be admitted. March has been a tough month for all hands. They steamed out whenever there appeared to be a chance, and darned nigh stayed there permanently, on more

than one occasion.

The three-man dragger Clara of New Bedford had trouble, in open ocean, just as a nor'east gale and blizzard was breaking, and night close aboard. Capt'n Tom Tilton of the Vineyard Haven dragger Quest happened to notice the Clara, which was hull-down off-shore of him, and wondering why she didn't make a move to come in, circled far off enough to raise his distress signal. But for that concern of Capt'n Tom, the Clara and her crew would undoubtedly be on the bottom somewhere now, and so the month has gone.

#### Subsidy Talk

We note that some of the big shots in the fish business, whose angle is the dry-land operation, have been talking loud and lustily about a subsidy for the industry unless imports are trimmed. Perhaps that is the way to handle it. We are a person of shoal-draft intellect, and we wouldn't know. But we can reason that there are imports of fish because there are not enough produced domestically, and because the domestic product costs too much, one or both. And we can reason also that the domestic supply is shy, partly because it is handled in the most wasteful manner possible, whereby an approximate two-thirds of all fish go into the scrap-can.

If fish weren't filleted in this manner, they say, folks wouldn't buy 'em. Well, if folks didn't buy 'em, there might not be any shortage; in which case, the Government and taxpayers wouldn't be asked to rig up a subsidy. True, some of the fish business operators would have to batten down their doors, but are the Government and taxpayers supposed to be responsible for the salvaging of a failing business that was artificially created

in the first place?

Because, we don't want anyone to attempt to tell us that any large number of American people is obliged, by circumstances, economics, health, religion or habit, to eat any fish at all!

Of course, as we said before, we are a shoal-draft thinker, and we don't pretend to be anything different. But we are also an ultimate consumer, and we have always eaten fish because we liked it. We have always been in sympathy with the fisherman, who is not responsible for any of the current evils which have beset the industry, but who has been dragged into the mess, stock and flukes.





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\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

**DEPTH FINDERS** \*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Bludworth Marine, 100 Gold St., New York 7,

\*Kaar Engineering Co., Palo Alto, Calif. Pilot Marine Corp., 39 Broadway, New York 6,

\*Submarine Signal Co., 160 State St., Boston, Mass.

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Importance of Herring

The popular saying, "Amsterdam is founded on herring bones," springs from the fact that Holland's maritime supremacy in the 17th century arose from trade in this silver fish. It is said to be the only fish to have caused several

Sacred Fish

In pagan centuries some of the most delicious food fish of the sea were never eaten. They were held sacred and holy, a food so marvelous in flavor that it should be left untouched by mortals and left for only the gods to enjoy.

The Egyptians worshipped the fish god, Nun, and the, Greeks paid homage to the fish god Ichthus. In India today, fish are still honored as sacred.

First New Bedford Whaler

The voyage of the first whaler ever recorded out of New Bedford was that of the sloop Manufactor in April and May, 1756 under Capt. John Taber. Within two days' sail of New Bedford he caught six whales, found three more and had stowed away the blubber of

Creation of a Pearl

The lustrous pearl gracing milady's neck in Maryland may have originated as a lump of Mississippi mussel shell implanted into an Arafura Sea oyster raised in Okinawa waters by Japanese technicians.

The New York World Telegram reported the finding of 18 pearls in one oyster by Joseph Fulling, fishman. Two were about half the size of a small pea, the rest smaller.

Land of Lobsters

Nova Scotia is a producer of large quantities of lobsters and, remarkably enough, its geographical outline resembles a lobster.

Sea Serpent

The male killer whale has a scimitarshaped dorsal fin six feet high and as the beast swims, just at the surface, the waving fin looks like the neck of a serpent. This is responsible for a lot of the sensational sea-serpent stories.

Old Timer

An eel in the Halsingborg Museum, Sweden, is more than 85 years old. It was captured by two boys from a nearby creek in 1863 and given to the Museum where it has lived continuously in public view.

Salmon Lore

Pacific salmon die after spawning but Atlantic salmon return to the sea after the eggs have been laid.

Variety

More than 40,000 varieties of fish are known to exist in the waters of the world, according to Dr. Leonard P. Schultz, of Smithsonian Institute. This is more in numbers than the total of all other backboned mammals, birds, reptiles and amphibians in existence.

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Rates: \$1.00 per line, \$4.00 minimum charge. Count 10 words to a line.

Closing date, 25th of month preceding date of issue.

#### MARINE BARGAINS

Draggers—all sizes, wood or steel, also marine engines, gas or Diesel. Special Offerings: Item BHM, fish boat, 46' x 11' x 5', built Vinalhaven, Me. 1931, had best of care, 121 hp. Gray, like new. Full equipment, in commission 1948, hull sound, pilothouse forward, crew 4, \$3,850. Item TSG, Canadian built 1939, sound, 42' x 10'6" x 3', crew of two, shelter, long cockpit, Chrysler Crown 2:1 red. gear, full equipment, in commission 1948, engine used very little, \$2,350. Item AMKD, trunk cabin party boat, 42' x 10'6" x 4', built 1937, hull good, sleeps 4, galley, toilet, shelter. Has equipment for 35 passengers, Chrysler Crown engine, 115 hp., new 1948, not run over ten hours, \$3,600. Have an unusual trade in a 120 hp. F. Morse Model 35 F 83/4, fine condition, 4-cylinder, 450 rpm., aux. air compressor, air tanks, propeller, gear pumps and clutch, power take-off, Diesel powered F-M 11/2 kw. gen. If wanted, wire or telephone. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

DRAGGERS FOR SALE

Two 87' fishing draggers, three years old, with 21' beam, 320 Fairbanks-Morse Diesel engines. Will sell cheap. Walter C. Benson, 18 Bartlett Parkway, Winthrop, Mass.

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Eastern type dragger, 57' x 15' x 8', built 1941 in Maine by Newbert & Wallace, iced fish capacity 40,000 lbs. 165 G.M. Diesel installed new 1948, Fathometer, 75-watt phone, light plant, and D.F. Vessel in fine condition, complete sea scallop gear included. Further details upon request. Price \$25,000.

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3. Western Rig, new 1944, 40' x 13' x 8', GM 115, clean and sound throughout—\$17,500.00.

4. Eastern Rig, new 1944, 50' x 13' x 8', Lathrop D80, good condition throughout—\$18,000.00.

5. Others from \$3,000.00 up to \$200,000.00.

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Auxiliary unit 36A 5-10 HP. with 1½ kw. gen. air compressor, and 50 GPM. gear pump and clutch (cost new \$1555 last fall)

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For sale, double-ended dragger, 62'6" long, 13' beam, 165 hp. Gray Diesel, 2½:1 reduction, 32 x 20 wheel. Anderson winch, 2-150 fathom 3/8" cables, doors and nets ready to fish. May be seen at Simpsons dock, Point Pleasant, N. J. Asking \$6,500. Carl Gockel, 19 Bradley Rd., Point Pleasant, N. J.

CROAKER NETS FOR SALE

36 croaker nets, 300' long, 12' deep, 33'4" to 41'/2" mesh, 9 thread medium laid cotton twine, double cork line, double lead line, \$50 each. Raymond R. Smith, 1 Wilson Drive, Cape May, N. J.

DRAGGER "DAWN" FOR SALE

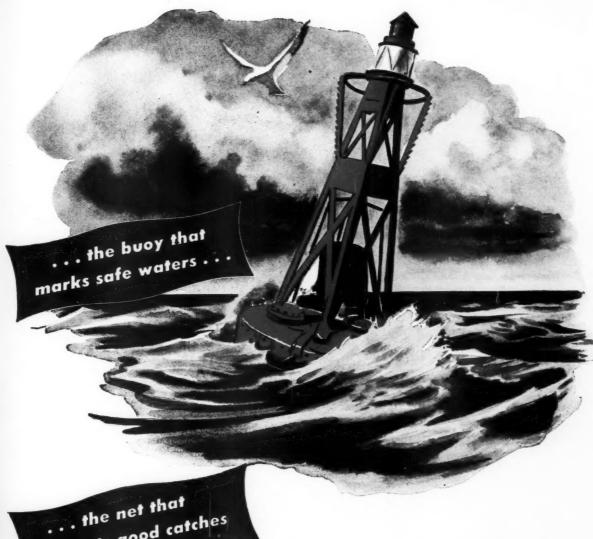
For sale, 52' x 15'6" x 7' dragger Dawn, powered by a D13000 Caterpillar Diesel. Built in 1945 by the Davis Boat Yard at McKinley, Me. Excellent condition, price reasonable. For further information contact Capt. Frank Raymond, 18 Pleasant St., Provincetown, Mass. Tel. Provincetown 139.



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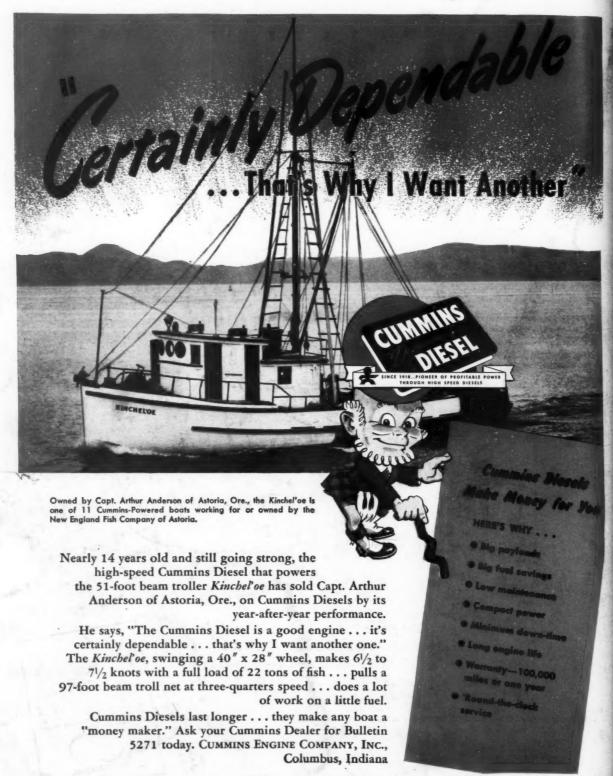
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